RAILROAD MAGAZINE

UNE 1974 75 CENTS

680964 LNE B0352H99 NOV79 0 R
HARLAN K LANE 06
GRAVELY RD 4
BOX 352 R 2
KINGSPORT TN 37660

Tomorrow morning, look at your double-edge.

If the razor says Gillette, the blade should say Gillette.

In fact, your razor almost has to say Gillette. Because more than 9 out of 10 double-edge guys use Gillette razors.

But Gillette razors were designed to have Gillette blades. Because we make our blades to match our razor. To make a shave others try to match.

Gillette Super Stainless or longer-lasting Platinum-Plus® blades. No blades shave smoother. No blades shave closer. And even if you use the cheapest double-edge around, the most you save is about a nickel a week. That's probably why more men use Gillette than all other double-edge blades combined.

So take a look tomorrow morning. Look at your razor. Look at your blade. Then look at your mirror.

If you don't have the blades, you don't have the shave.

© The Gillette Company, Boston, Mass.

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies — Founded 1906

VOL. 96, No. 2, JUNE 1974

75 CENTS

FREEMAN HUBBARD
EDITOR

GORTON T. H. WILBUR
ASSOCIATE EDITOR

MICHAEL A. EAGLESON
STEAM LOCOMOTIVES

JIM EDMONSTON
DIESEL LOCOMOTIVES

BARBARA KREIMER
INFORMATION BOOTH

STEVE MAGUIRE
TRANSIT TOPICS

SY REICH
TECHNICAL EDITOR

ALBERT HERSKOVITS
LONDON, ENGLAND

HARRY C. EGNER, PUBLISHER
BILL BALGLEY, ADVERTISING MANAGER
EARL UMPENHOUR, PRODUCTION MANAGER
JOSEPH MUCCIGROSSO, SUBSCRIPTION MANAGER

CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colo. 80302

FEATURES and FICTION

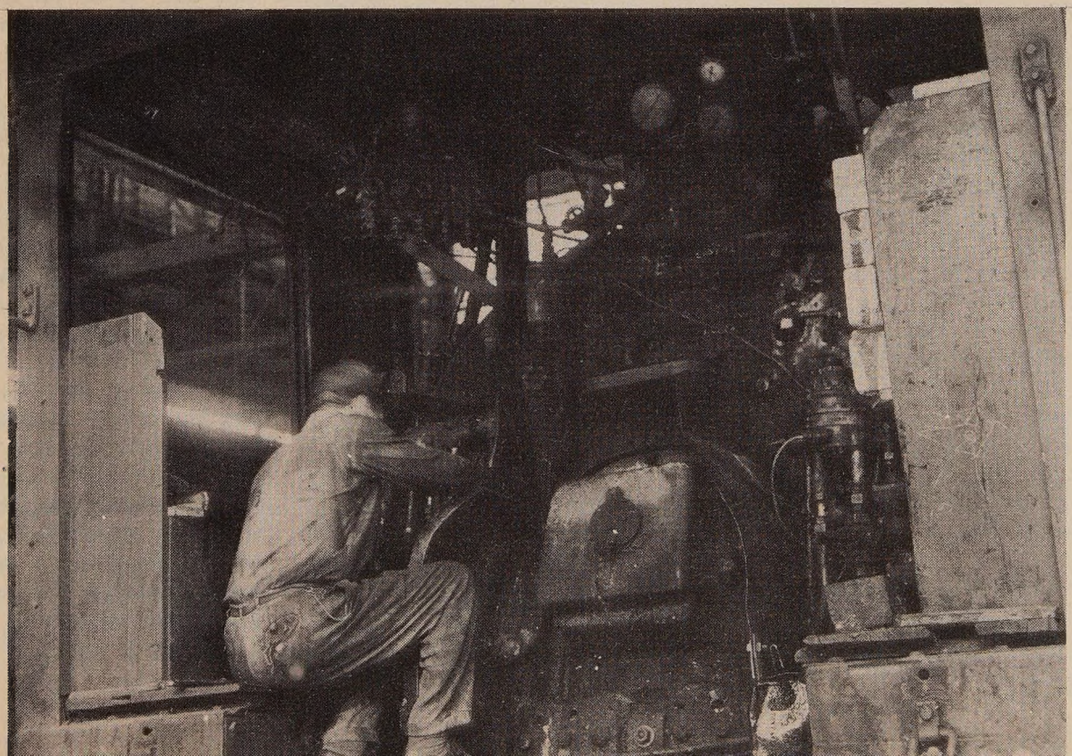
Photographs of the Month **12**
Interesting Railfans 138: Ronald D. Sims by Freeman Hubbard **16**
Railfan Clubs, Museums, Tourist Roads **22**
Impressions of German Steam Photographs by Madeleine de Sinety **28**
The Hog's Back, by Edmund E. Pugsley **36**
Passenger Train Survey **40**
40 Years Ago, Pioneer Zephyr Made History .. **44**
Gulf, Mobile & Ohio Roster, by Sy Reich **50**
Missouri Short Lines Roster, by Sy Reich **52**

DEPARTMENTS

The Mail Car **2**
In Search of Steam **10**
Information Booth **20**
Trackside in the Diesel Age ... **46**
Transit Topics **54**
The Hobby Club **59**
Books of the Rails **61**
The Switch List **62**
Coming Events **64**
Proposed Abandonments **64**
Pen Pals Wanted **64**

RAILROAD MAGAZINE is published monthly by Popular Publications, Inc., 420 Lexington Ave., New York, N.Y. 10017. Second-class postage paid at New York and additional mailing offices. Copyright © 1974 by Popular Publications, Inc., under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form. Single copy 75¢. Subscription in U.S.A.: one year $7, two years $13. Elsewhere: one year $8, two years $15. Title registered in U.S. Patent Office. Send all subscriptions and renewals to Railroad Magazine, Portland Place, Boulder, Colo. 80302. Address other mail to 420 Lexington Ave., New York, N.Y. 10017. Printed in U.S.A. Please query the editor before submitting manuscripts. We exercise care in handling unsolicited material, but assume no responsibility for its return.

Working on Baldwin Mike No. 183 in backshop at Guatemala City, Guatemala, Feb. 1971
Photograph by Gary G. Allen



THE MAIL CAR

where editors and readers meet

OUR front cover this month, showing Rattlesnake & Northern 2-6-0 No. 7, was made at North Freedom, Wisconsin, by one of our *Interesting Railfans*, Dr. Philip R. Hastings, 110 Sunset Road, Waterloo, Iowa 50701. Next month we will have another steam cover. ●

AFTER Penn Central trustees had summarily dismissed William H. Moore as president of the bankrupt giant, the job was taken over by Jervis Langdon, Jr., whose formula for keeping PC freight and passenger trains rolling is an across-the-board freight-rate increase and the restoration of the road at Government expense.

He says Penn Central has as many as 40 trains standing idle as long as 10 hours each day, waiting for motive power. It isn't that the railroad doesn't have the locomotives.

"The reason," he declares, "is that our power units have to move over the track so slowly that they aren't available for reassignment to waiting trains."

Because the locomotives are not available to move the waiting trains, Langdon points out, PC has to use as many as 40 and 50 crews a day, where it normally would use only 10. This is because of union rules limiting a rail worker's maximum day to 12 hours. ●

UNDER court orders, a search is being made for about 500 blacks who worked for the Florida East Coast Ry. before Jan. 23, 1963, and who, according to the court ruling, were discriminated against by FEC hiring and promotion practices. This order was the final action in almost ten years of litigation arising out of the nine-year strike of FEC employes that began in Jan. '63 and ended in Feb. '72.

The civil-rights order does not include monetary settlement, since many of the affected employes qualify for damage awards under the Labor Department's contract negotiations, but it does extend special seniority privileges entitling blacks to bid for jobs that were closed to them before Jan. '63. ●

TUNNEL construction adds greatly to the cost of building a railroad, according to Lawrence Gibbs of the Stillwater, Okla., News Service; apparently all companies extending track through Oklahoma were able to do so without going through a mountain. All except one, the Fort Smith & Southern.

Up until 1885, only the Katy and the Atlantic & Pacific had been allowed to construct lines through what is now Oklahoma. They began operations in 1871. The FS&C was incorporated Feb. 13, 1886. A year and ten days later it was sold to the St. Louis-San Francisco. That lone tunnel, originally named Backbone, is now known as the Jenson Tunnel. Bored through Backbone Mountain near Jenson at Milepost 427.9, it is about 1,180 feet long, with an average width of 20 feet, and was bored through solid rock. Because of its limited clearance, some large, modern, freight cars can't run through it.

According to Frisco officials, Jenson Tunnel is located just inside the Oklahoma state line, but just barely. At one time, Oklahoma lost its only railroad tunnel. During a dispute with Arkansas over the western boundary of the neighboring state and Choctaw lands, the area was switched to Arkansas. With statehood, however, Oklahoma got it back. ●

On a cold March 30, 1974 afternoon, Lehigh Valley AP-1 is seen two miles east of Victor, N.Y., as one Alco, two GP-18s and one GP-38 do their noisy best to insure that the Apollo will reach Buffalo, N.Y., on time. At Buffalo, the Lehigh Valley power will be cut off and Norfolk & Western locos will continue the run into Chicago. Note also to the right of the engines that the ties of what was in years of long ago a two-track mainline are still visible along once-busy rails.
William A. Mammosser, 132 Truesdale St., Rochester, N.Y. 14615

Personality Parade

EDMUND E. PUGSLEY, a retired British Columbia Electric Ry. conductor, who contributed three dozen fiction stories, fact articles, and poems to *Railroad Magazine*, died on March 21st in North Vancouver, B.C., Canada, at age 88. To honor his memory, we reprint one of his stories, "The Hog's Back," (on page 36) and his poem, "The Midnight Mail,"

A headlight flashes through the night,
A shower of sparks shoots high;
A swish, a roar, a streak of light.
And then the train is by.
While faint and fainter comes the wail
Of whistle from the Midnight Mail.

Night after night, year after year,
In starlight, snow or rain,
I lay awake until I hear
The passing of this train.
And never have I known to fail
The whistle of the Midnight Mail.

And so, content to live am I
Beside the right-of-way,
With one fond wish—that when I die
I want my bones to lay
Right here beneath the friendly hail
Of whistle from the Midnight Mail.

ANOTHER retired conductor who died recently at the same age, 88, was Russell A. McClain of El Reno, Oklahoma. Actress Helen Hayes dubbed him "The Singing Conductor" because he often entertained passengers on his Rock Island train with vocal solos, accompanied by his own banjo.

BOB SUMMERS, a Norfolk & Western employe who used his kitchen sink as a weekend laboratory over the past two years, has invented an oil-water separator that will save the railway more than 735,000 gallons of fuel oil annually. Bob is a designer for environmental protection projects in the NW's Engineering Department. He expects to receive two patents this summer for his work.

OUR MAGAZINE has readers all over the world. Even in Baghdad, famed in the *Arabian Nights* for its veiled and languorous harem beauties, its weird high-pitched music, and its camel caravans, we have at least one: Konstantin Ing Ignjatovic, P.O. Box 306, Baghdad, Iraq, a model railroad fan who can write our language.

STUART SAUNDERS, who was chairman of the board of Penn Central when it collapsed and is the man most responsible for its being forced into bankruptcy, is regularly collecting about $90,000 in pensions—from PC and the Norfolk & Western, which he once headed! On top of that, he is now a consultant for a Richmond, Va., investment firm. His salary with PC was $279,000.

CONGRESSMAN PETER W. RODINO, chairman of the House Judiciary Committee, who is very much in current news from Washington, D.C., used to work for the Pennsylvania Railroad at Newark, N.J., his present home city.

RAILFANDOM lost one of its leading lights on March 12th when Edward G. Hooper died at age 90. Ed was elected a national vice president of the NRHS in 1936, helped to incorporate the organization in 1937, was a director of the Baltimore Chapter for about 14 years, was president of the NRHS from 1943 to '58, and since then had been chairman of the board. At the time of his death, NRHS membership stood at an all-time high, 9,066.

MADELEINE DE SINETY'S steam photos in various issues of *Railroad* remind me of the Louisville & Nashville steam that used to thrill my boyish mind. Even thunder, lightning, and steamboat whistles were less exciting than the steam dragons that passed my home. The long freights soothed me into deeper slumber at night. I still bear a dent in my skull where a wooden cowcatcher beam hit me one day while I was looking up for the hobo in our game of "brakeman and bum" on a side street in front of the "smoke factory" whose noise kept me from hearing the slowly accelerating freight that pulled out of town. Mamma took the $50 that an L&N claim agent offered, and that closed the case.—F. J. Walton, Box 171, Pasadena, Calif. 91102. ●

In My Opinion

PEOPLE keep saying railways are uneconomical. If traffic were put back onto them, they wouldn't be.—David Daiches, from *The Listener*, London, England.

NEARLY ALL the mail I receive on rail-girl pix is favorable. Some readers ask where I get my models. Well, I find only a few of them hanging around railroad stations, usually on tourist lines. Girls I am photographing introduce me to others. Two I discov-

William T. Morgan, AG3 OA Div. U.S.S. Saratoga CV-60, FPO New York 09501

Kathy Wood photographs Seaboard Coast Line train 97 at Ft. Myers, Fla., on an April day in 1971, just a few days before rail passenger service ends for city.

ered pumping gas in a service station near railroad tracks. When I see a female I'd like to photograph, I just walk over and ask her, with about a 50-50 chance of acceptance.

At times I come to a photogenic scene with not a pretty face visible. In such cases I might go to a high school or college, where occasionally someone in the office will find a model for me. One day in a North Carolina village I asked an eye-catching young lady if she'd like to be in a railroad photo, and maybe in a magazine. The idea didn't seem to thrill her. Looking over my shoulder, she yelled down the street: "Hey, Susie, do you want your picture in a magazine?" Behind my back I heard an energetic "Yes." Turning around, I saw plump Susie, all 200 pounds of her. She was dark-haired. Thinking fast, I said: "Sorry, but I need a blonde for this particular shot." —William T. Morgan, AG3, OA Division, USS Saratoga, FPO New York 09501.

A SHIPPER'S AGENT, talking to one of his clients, said he'd heard that the client's boss had made a fantastic killing in Las Vegas. "I suppose some people would call it that," answered the client whimsically. "He came to Vegas in a $9,000 Cadillac and went home on a $2 million train."—A. Buford Smith, Penn Central, Director of Intermodal Marketing & Pricing.

I STARTED buying your magazine while in the sixth grade at school and had been reading it for 18 years before coming to the Rock Island Lines. It appeals to me only as a railfan because you do not cover present-day railroad problems in depth. *Trains* occasionally runs such articles, but for professional information in my field I rely primarily on *Modern Railroads*, *Railway Age*, etc.

You do both your readers and the industry a disservice by sometimes publishing statements that steam locomotives should not have been retired and that the railroads weren't really losing money on passenger service. Both are false, of course. I am a great fan of both steam power and passenger trains, but with few exceptions the industry cannot afford them.

I like human-interest pictures which reflect naturally the real-life situations depicted. (You recently published a shot by Ed Wojtas which showed me inspecting the under side of a new gondola car.) But at times *Railroad Magazine* is overloaded with phoney-looking pix of "baby-doll" type girls in trumped-up situations.—Guy W. Widell, Executive Assistant, Chicago, Rock Island & Pacific RR., La Salle Station, Chicago 60605. ●

Railroaders Heard From

BOTH *Railroad Maagzine* and I were born in 1906, the year of the San Francisco earthquake and fire. Am now retired from 32 years on the Grand Trunk Western. I worked "joint office" the GTW and Pere Marquete at Holly, Mich., with the PM order board normally displayed at stop position, requiring every PM train to pick up a copy of every order on my desk, along with a clearance. One day, while snowed under with work, I overlooked an approaching PM freight. It stopped and the irate conductor asked: "What is on the board?" I answered him in four-letter words. He reported me to his chief dispatcher, who in turn called my chief, E. O. Dunn. The latter summoned me to his office, but before censuring me he burst out laughing. After that it became a joke up and down the line.—Harry J. Wichman, 3551 W. 14 Mile Rd., Royal Oak, Mich. 48073.

SOMEONE asked: "I spotted a tie with the digit 0 stamped on a small plate. What's it for?" Answer: It is a track elevation tag read and used by track gangs to put the proper elevation on the high rail of track curves. This tag or elliptical check is stamped in increments of ⅛, ¼, ⅜, or ½ inches from zero to as much as 4 inches. They are nailed on each end of the curve, spaced 31 feet apart, and placed on a tie 12 inches from the high rail. What you observed was just part of a set.—O. W. Brooks, R.D. 1, Box 46, Emporium, Pa. 15834.

THE RECESSION of 1922 made me a train-riding hobo at age 25. En route from Reading, Pa., to Florida I met an older 'bo. Dressed as train crew members, we rode Armour, Wilson, and Cudahy reefers in the ice bins. When we saw railroad bulls or city cops coming, we got busy checking hotboxes and air hoses, so we were never picked up. I spent 18 years south of the snow line from Florida to California. We worked the wheat harvest, oranges, sugarcane, melons, lettuce, etc. Sometimes when there was a wreck I worked at night in the dining cars while my pal hired out as a flagman. We ate well and got paid well while the wreckage was cleaned up.

At Syracuse, N.Y., I met him again. He'd just been hired as a car inspector. I stayed with him all night and he taught me his job. As a result, I got a similar job immediately, which meant a warm room and steady meals. I stayed at it for 19 years, then quit under Railroad Retirement. If I were starting all over, I'd be a 'bo again rather than work in a factory. Oldtime hobos stole from wrecks only what they could eat, but I remember seeing smart alecs take bicycles from wrecked boxcars and get jailed for trying to sell them.—Bill Rielle, Dix Rd., Rome, N.Y. ●

Mixed Train in Iran

AMTRAK'S return to the MoPac's Arkansas Division and the news that hundreds of people lined the station platforms along the route just to see a passenger train arrive and depart recalls some of my best train-watching days when I was a young and lonely GI railroader in the Persian Gulf during World War II. But of course train-watching was not the main attraction there, as any veteran will tell you.

Back in 1943 I was stationed at Khorramshahr in Iran (the country that used to be called Persia) with the 711th Railway Operating Battalion hauling lend-lease war material to the hard-pressed Russian front. Being a small desert outpost, Khorramshahr offered extremely few pleasures; so most of us had to substitute for bright lights the fun of seeing the daily mixed train depart for Ahwaz each evening.

I was a sergeant then, with a MoPac waiting for me back home at Poplar Bluff, Missouri, in case I ever got back there. That place seemed like "long ago and far away," as Kipling said in his *Mandalay* poem. Anyhow, two other rail devotees and I would take off from our respective chores of GI railroading to gape at the train as it rambled out of town.

One evening after the passengers had collected at the depot, E.B. "Ding-dong" Hilton, a conductor off the New Haven at Sandy Hook, Conn., eased the side-door, third class coach onto the rear of No. 131 for its scheduled run to Ahwaz. We three stood apart from the milling crowd trying to board the train en masse and we made mental notes on the various shapes and sizes of the female passengers, just to brush up our talents for future use.

One dusky young beauty, her face covered by a long black veil as was the custom, hoisted a huge bundle onto her head. Noticing our interest in her, she drew the cloth a little tighter, but not until she had given us a big smile and strutted down that dirt platform to board the train.

Three pairs of GI eyes ogled the girl as, with an enchanting swing, she made for the coach. We gasped when the kindly Sergeant Hilton, taking a cue from his baby-lifting days on the New Haven, gave her a friendly boost up the steps by placing his hands on her ass and shoving her inside the coach.

When we three GIs caught our

breath after watching this performance, we debated over which Hollywood movie star the girl looked most like . . . and the primitive mixed train rolled out into the desert.—Bill Church, MoPac conductor, 512 North Little Rock, Ark. 72118. ●

Women in the News

WHEN Morris Mabovitch was working for the Milwaukee Road long ago as a member of the Railway Carmen's Union, little did he dream that one day his daughter would head up the government of a nation which didn't even exist at that time. The daughter, Golda Meir, became a union organizer and eventually Prime Minister of Israel, but resigned recently.

ANN LIVINGSTONE, age 19, is Canadian National's—and probably Canada's—first railway switchwoman. For months Ann had tried to find an outdoor job, applying for everything from logging camp work to cleaning ditches for the Highways Department. She had taken an office job out of desperation when CNR called to say her application for a switchwoman's job had been approved. Now she is working in the Vancouver, B.C., rail yards because there are no bunkhouse facilities for switchwomen out of town.

STREAKING, in which males and females dash from one place to another to show off their nude anatomy, has at last come to the railroad. A naked young lady streaked through the last car of the Long Island's 8:01 commuter train from Huntington, N.Y., the other day. She quickly leaped into a coat held by a friend, hopped into an automobile, and sped away. This public display of sexual organs is silly and shallow-minded, but is much less objectionable than criminal violence.

QUEEN of Spokane's spectacular Expo '74 world's fair is 20-year-old Judith Ann Likarish, daughter of Burlington Northern's supervisor of cars. She is a brunette university student majoring in biology.

A PARLOR CAR which actor Sterling Hayden bought from the Burlington in 1966 and is now on a siding in Greenbrae, Calif., has been returned to his daughter Gretchen, 22, by a Federal court on the ground that "it is not worth enough to fight about." The Internal Revenue Service had seized the car in 1972 to satisfy part of a $42,480 tax claim against the actor. Gretchen filed suit to get it back, saying it was a gift from her mother. Hayden lives in Connecticut, apparently with his taxes still unpaid.

Cindy Conde, with Grand Trunk Western.

CINDY CONDE, steno-clerk to the Grand Trunk Western trainmaster and chief clerk at Blue Island, Illinois, has a humane feeling for animals. Daily, outside the yard office, she feeds four stray cats and two stray dogs. Yardmen bring her injured creatures for nursing back to health. Cindy has saved the lives of several pigeons and rabbits. Also a badly injured nighthawk, which she finally took to Chicago's Lincoln Park Zoo. Now it's living there and in good health.

THE FIRST woman in the United States to join the Brotherhood of Locomotive Engineers, the nation's oldest railroad union, is 30-year-old Elaine Jones (no kin to the immortal Casey), who was hired by the Santa Fe last fall and will be a full-fledged locomotive engineer when she completes her training this spring at a school in Amarillo, Texas. ●

The Maple Leaf Dominion

CANADIAN NATIONAL is building an 18½-mile cutoff, due for completion next year, to shorten its main freight line between Halifax and Montreal by 38 miles. It will be laid with 132-pound rail, which means 132 pounds to the foot, the heaviest now in general use on the system. Concrete ties will be used because they supply a strong and long-lasting roadbed and because wooden ties are increasingly hard to get. Centralized traffic control will serve the cutoff. This sophisticated signaling device permits a single-track

CONTAINS AUTHORITATIVE CURRENT INFORMATION OF LOCOMOTIVE FLEETS AFTER MERGERS

LOCOMOTIVE ROSTERS OF NORTH AMERICA

THIRD EDITION
REVISED TO DECEMBER 31, 1973

- Certified accurate by railway officials
- Over 250 rosters (incl. all major systems) 33,000 locomotives
- Current road number series, builders models, years built, gross weights, new locomotives for 1974 delivery, etc.
- Selected choice illustrations

LIMITED PRINTING—ORDER IMMEDIATELY

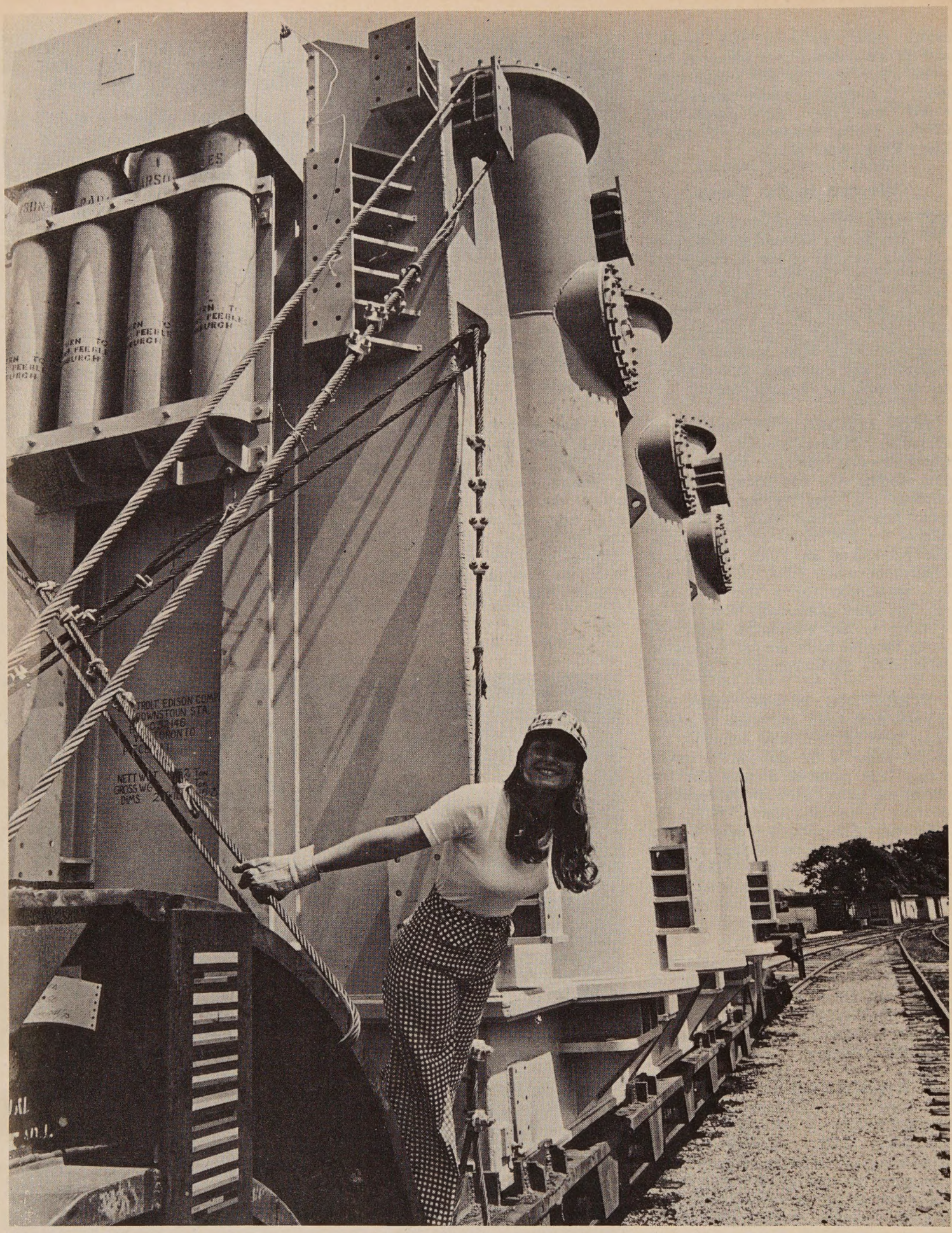
LOCOMOTIVE ROSTERS OF NORTH AMERICA—THIRD EDITION
Northam Directory Assoc.—Publishers, Dept. RR
P.O. Box 560, Montreal, Canada, M3C-2T6

Please ship _____ copy (copies) of the third edition at $7.00 each (postpaid). Payment is attached. Print clearly below please.

Name _____

Address _____

City State/Province Zip _____



Susan Erickson, assistant chief clerk of dimensional loads for the Grand Trunk Western, is pleased with the handling of a 304,000-pound electrical transformer tank. The massive equipment passed through Detroit from Scotland recently on its way to the Detroit Edison station at Flat Rock, Mich. Susan is only 5 foot, 115 pounds in constrast to shipment.
Grand Trunk Western photograph

Railroad worker, with tools at his feet, ponders what to do next in early morning scene in Madrid, Spain, April, 1973.
Photograph by William T. Morgan

railway to handle almost as much traffic as a double line.

VERY FAR from being bankrupt, Canadian Pacific, Inc., increased its net income last year by $30 million, or 31 percent. Annual report says: "CP's interests in petroleum and natural gas, newsprint, woodpulp and logs, and metal mining and refining all achieved significantly higher production levels and benefitted from better product prices. Our real estate and hotel operations reflected the above-average growth of the Canadian economy." However, net income from rail operations dropped.

CP Rail network will be extended to the north shore of the lower St. Lawrence River in the summer of 1975 when a railcar transporter service goes into operation between Quebec City and Baie Comeau, about 210 miles northeast of it. An ice-strengthened railcar transporter capable of carrying 26 fifty-foot railway cars will be built for the service, and will operate year-round between terminals, to be constructed at Quebec City and Baie Comeau.

Meanwhile, the Canadian Government has threatened to nationalize the Canadian Pacific. Transportation Minister Jean Marchand said the railroad is failing to provide adequate service.

"I will fight to nationalize it—if we have to," he told reporters. He said

5 RARE COLLECTOR'S ITEMS

Amos 'n Andy • • • Hindenberg Disaster

Mr. D.A. • • • I Love A Mystery

RELIVE RADIO'S GOLDEN AGE — THE 30's and 40's

- Complete broadcasts of Amos 'n Andy, Mr. D.A., the Hindenberg Disaster, I Love A Mystery.
- A printed catalog listing 100's of shows at low, low prices . . . adventure, comedy, big bands, news, mystery, soap operas, serials, westerns, detective.

$4.97

OLD TIME RADIO, INC.
618 Commonwealth Building
Allentown, Pennsylvania 18101

Name _____
Address _____
City _____
State _____ Zip _____
Please send check or money order.

Please check one: ☐ reel to reel @3¾ ☐ cassette ☐ 8-track

THE FIRST

comprehensive coverage of techniques applicable to American Live Steam locomotive construction ever offered! 324 drawings, 26 tables and charts and 84 photos illustrate methods used in construction of a Live Steam locomotive in any scale.

SO YOU WANT TO BUILD A LIVE STEAM LOCOMOTIVE

Covers Questions Commonly Asked - Prototype or Free-Lance Design - Tools Required - Engineering Data - Running Gear - Frames - Journals - Wheels, Tread and Gauge - Smokebox - Boiler Front - Blowers - Blast Nozzles - Boiler Design - Fabrication - Insulation - Jacket - Mountings - Superheaters - Valve Gears - Plumbing - Brakes - Tenders - Fuel - Combustion - Accessories - Gauges - Whistles - Operation.

ORDER NOW

Numbered and autographed first edition 8½ x 11" - 164 pages - 4-color frontispiece and dust jacket.

$17.95 Postpaid

(Michigan residents add 4% sales tax)

Wildwood publications

Box 286-C Cadillac, Mich. 49601

PLEASURE-TIME, INC.

Railroad theme recreational park developer seeks equity capital to expand in Minnesota and Florida. For fun and fantastic dividend potential—write Pleasure-Time. Inc., Taylors Falls, Minn. 55084 (612) 257-7406 Mr. Brink

FAMOUS ORIGINAL TED GAY MOVIES

One-of-a-kind collector's items from the Golden Era of railroading! Many roads are covered, steam, diesel, electric locomotives, terminals, original color schemes, name trains, trolleys, el's, ferries. Large SASE for description. HENRY PETERSON, 61 West Rayburn Road, Millington, N.J. 07946.

the relationship between the government and CPR officials, including company president Ian Sinclair, has been poor in the past. "They do not cooperate," he added. ●

Overseas Railroading

IT SEEMS to be generally accepted that British Railways cannot pay their way but are an acceptable public service and have to be subsidized. No more large abandonments of track are contemplated. In fact, Richard Marsh, chairman of British Rail, said on a recent radio program that a major breakthrough was coming and he looked forward to a new and exciting rail network being built! Not long ago, BR replaced four miles of a track that had been pulled up, to serve an electric generating plant. Electrification of the line between London and Glasgow is almost complete. In May the *Royal Scot* will run from London (Euston) to Glasgow (Central Station), 402 miles in five hours, and for the first time, a day service will link London with Inverness (568 miles).—Joseph Fox, 4 Heathfield, Holden Ave., North Finchley, London N.12 8HY, England.

NEW YORK'S Grand Central Terminal had a movie theater for many years, but not today. Do readers know of any rail depot that now has one? Gare d'Orsay railway terminal in Paris, France, includes two specially-built auditoriums in which showman Jean Barrault is presenting stage plays.

ITALY still offers a 400-mile second-class trip from Milan to Rome for the equivalent of only $8. The same trip by automobile costs more than $20 in gas and tolls in Italy. A comparable train trip in Britain costs $15; in Holland and West Germany, $18. But to provide this inexpensive service, Italy's state-controlled rail company goes into debt about $3 million a day. In Italy, as in America, the diminishing supply of gasoline continues to boost rail passenger volume.

A FINE linen tea towel, 19x31", picturing in three colors scenes and steam locomotives on the Worth Valley Railway in either a white or oatmeal-hued background, may be had by sending two $1 bills to the Keighley & Worth Valley Railway Preservation Society, Haworth Station, Keighley, Yorkshire, 8D22 8NJ, England. This is a quaint, artistic craftsmanship, suitable for use as a wall hanging or a small tablecloth for a very special luncheon. Also being sold by the same Society are a variety of K&WV steam de luxe color postcards at the reasonable price of $1 a dozen. Prices include surface post. ●

The tower at Bryn Mawr, Pa., on Penn Central's mainline on cold day in 1974.
Bob Storks, 1421 Arch St., Phila, Pa. 19102

Our Monthly Newscast

VANDALS robbing the Texas Transportation Museum (Box 6394, San Antonio 78209) were foiled by an alert Katy switching crew and the San Antonio police, according to *The Dust Collector*, a museum publication. Three youths were seen taking furnishings from the museum's cafe-observation car 1511, parked temporarily at a cement plant where the M-K-T crew was making setouts and pickups. Police converging on the scene, after a phone call, spotted a pickup truck containing most of the loot and arrested the crooks.

Elsewhere in Texas, about 20 wives of M-K-T employes blocked a track north of Denison, protesting against what they termed unfavorable working conditions for their husbands. They delayed a freight train about two hours by slashing its air hoses, but moved aside when it got rolling again.

SOUTHERN PACIFIC is spending $25 million to completely rebuild 3,500 freight cars this year. Most of them are wide-door boxcars. Last year, SP renovated and returned to service 2,-543 freight cars; all but 33 had wide doors.

CHESSIE SYSTEM and France's largest steel company and official coal-import agency have announced joint plans for developing a major mine near Beckley, W. Va., to dig one million tons of metallurgical coal annually.

THE LAST traveling medical car on a U.S. railroad began another season April 17th on the Grand Trunk Western. This GTW car, No. 15046, formerly the parlor car *Wabascon Lake* on the Canadian National, was converted in 1963 to a combination examining room and physician's living quarters. Every spring it is set out on

Grand Trunk sidings in 15 towns and cities for periodic examinations of operating employes. In each area it is parked for the length of time required to finish the exams, then moves on. While the traveling medical examiner, Dr. C. Darwin Jurss, is in the Midwest, he is joined by his wife and their cat.

CHESSIE SYSTEM now has a new regional setup, combining both B&O and C&O lines and divisions into a large new system. Central Region is made up of the Maryland Division, or all B&O lines east of Grafton, W. Va., and the Pittsburgh, all division B&O lines between Cumberland, Md., and Buffalo, N.Y., and between Rochester, N.Y., and Wheeling, W. Va. The Monongahela Division has been left intact and includes all B&O lines from Grafton to Parkersburg, W. Va., Charleston, and Wheeling. The Akron-Chicago Division is a combination of the two former B&O divisions and includes all B&O lines west of the New Castle Junction, Pa. General headquarters of the Central Region is Pittsburgh, Pa.

The Western Region, with headquarters in Cincinnati, includes all B&O lines west of Cincinnati and takes in the old Toledo, Indianapolis, and St. Louis divisions, as well as the C&O's Indiana Division (Cincinnati-Chicago) and the B&O Chicago Terminal.

The Southern Region, headquartered at Richmond, Va., includes the Ohio Division, which takes in all B&O lines in Ohio not covered in the Western Region (leaves the old Ohio and Newark divisions), C&O's line from Russell, Ky., to Toledo, Ohio, and from Russell, Ky. to Cincinnati. The West Virginia Division covers all C&O lines east of Hinton, W. Va.

The Northern Region, with headquarters in Detroit, covers all C&O lines in Michigan and Canada.

WESTERN PACIFIC is the first U.S. railroad to begin dual marking their freight-car fleet with standard measurements and the metric equivalents. The program to convert marked sizes and capacities on all freight cars to a system of showing both metric and conventional measures of weight and size began with delivery to the WP of 250 insulated, cushion-underframe, airbag bulkhead equipped boxcars from Pacific Car & Foundry at Renton, Washington. The railroad, which is expanding its freight-car fleet, is applying the dual marking system to all new freight cars as well as to the existing equipment when repainted. The basic units in the metric system are the meter (39.37 inches) for linear measure and the gram (0.035 ounces) for mass or weight.

BURLINGTON NORTHERN, the nation's longest rail system, still has some 2,000 ice-cooled refrigerator cars and 11 icehouses. But many of the "reefers" are being retired or used to haul lumber and grain, while the remaining icehouses wait for wrecking crews. Once natural ice was vital to American railroads. BN alone used an average of half a million tons a year in the 1930s. Mechanical refrigeration has changed that. Last year, when BN quit the ice business, it used only about 8,000 tons, because modern refrigerator cars, like the radiators in the latest apartment houses, can supply either heat or air-cooling as the need requires. Besides, modern cars have twice the capacity of older models.

BECAUSE of the continuing demand for coal both in the generation of electricity and in the manufacture of steel, Norfolk & Western will begin late this year the construction of 2,000 hopper cars with the greatest capacity ever designed for its regular service. The new cars will have 150 cubic feet additional capacity over the most recently built hoppers and will average 100 tons of coal in each car, a five-ton increase.

UNION PACIFIC plans $381 million in capital expenditures this year, more than double the $187 million invested in 1973. The system's rolling-stock program calls for 120 new diesel-electric locos and 3,395 new freight cars. Considerable sums are set aside for oil, coal, and land development to create more freight traffic.

AFTER 144 years of serving Baltimore & Ohio, the nation's oldest railroad, the famous Mount Clare Shops at Baltimore, Md., were closed by the Chessie System on March 15th. This sad event went largely unnoticed. Just before they shut down, a few railroad officials and only 62 employes remained at the sprawling 33-acre complex of long brick buildings which used to bustle night and day with the activity of 4,000 workers. Our information is from Fred Schnargle, Baltimore.

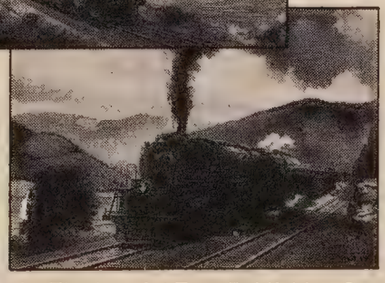
SOUTHERN RAILWAY has just acquired a half interest in the 16-mile Algers, Winslow & Western in Pike County, Ind., the other half being owned by a coal company.

EFFICIENCY and flexibility will distinguish CP Rail's new $1.5 million paint shop at Calgary's Ogden Shops. This facility will handle all types of freight equipment and locomotives.

GOLD bullion worth $2.5 billion was shipped by mail from the San Francisco Mint to the Denver Mint in 1934. It took 175 days, a company of Army troops from the Presidio and dozens of postal inspectors, railroad special agents, and extra guards. The 5-million-pound shipment, in 80-pound bars, required 99 cars, in 27 special trains. It went as registered mail.

This shipment, which cost $547,695 in postal fees, was supervised by Charles W. Paffenberger, the chief postal inspector at San Francisco. Prior to that time, when he was postal inspector for Southern Colorado, he played a heroic part in tracking down the Fleagle gang after a bank robbery at Lamar, Colo., that left four men dead. Earlier, Paffenberger had the job of reclaiming mail damaged when the Arkansas River flooded Pueblo, Colo. This colorful character died last April 17th at age 84, reports Dick Bierman of San Francisco. ●

Rio Grande Challenger P70


King of the Hill—B&O P71

Dramatic, Full-Color Fine Art Prints

From the brush and memories of Howard Fogg

Exacting and accurate in detail, these 22 x 17 prints recall the mighty days of steam and power crossing America's landscape. Only Howard Fogg could capture these historic moments . . . only TRAIN CARDS can offer you these powerful prints.

Carefully lithographed on bright, sturdy, white stock, these prints are ideal for framing, or just tacking up on the wall. A perfect gift, too.

Order direct. Only $6 for the set of two prints. Individual prints are $3.50 each. Add 45¢ for postage & handling.

by The Leanin' Tree Publishing Co.

TRAIN CARDS

Box 1500 U30, Boulder, Colorado 80302

IN SEARCH OF STEAM

Mike Eagleson

GLORY, HALLELUJAH! Union Pacific steam is still alive and well—at least in Utah, where it is running on the 36-mile Wasatch Mountain Railway, exults Craig Drury, 750 East 1350 South 750, Orem, Utah. In that picturesque area you can see the former UP 2-8-0 No. 618, a 1907 Baldwin, and ex-Pacific Coast Lumber Co. 2-8-2 No. 35, a 1923 Baldwin. Also helping to power the trains on this line are ex-Yosemite Lumber Company's three-truck Shay No. 4, Lima vintage of 1920. It's exciting to watch rod engines pull out of Heber City, bound for Cascade, 22 miles away, or the Shay leaving Bridal Veil Falls for the 14-mile run to Cascade. In Provo Canyon either 35 or 618 put on a fantastic show of smoke plumes and the sweet music of locomotive exhausts in going up the 3 percent grade. When you go there, be sure to take along your tape-recorder as well as a good camera.

Beside the three operational steamers on the "Heber Creeper," as the road is called, display engines include ex-Sacramento Valley & Eastern 2-6-2 No. 2, Baldwin 1908, and ex-Rayonier Co. 2-6-6-2T No. 110, Baldwin 1928. The Wasatch Mountain is a very scenic railroad with handsome locomotives. It is well worth riding this summer.

ILLINOIS RAILWAY MUSEUM at Union has acquired another loco, 1926 Baldwin 2-6-2, donated by Wilson Carlgren of Concordia, who had bought her in 1961 from the Ideal Cement plant at Superior, Nebraska. Soon the enthusiastic museum members will have this Prairie type again in working order to join their four other steamers.

PRESERVED and operational steam is thriving on the beautiful islands of New Zealand. The Mountain-type J and Ja classes finished regular services on the *South Island Express* during October 1971. Since then, eight of the 110-ton 4-8-2's have been saved from the scrapper's torch. They are J's numbered 1211, 1234, and 1236, plus Ja's numbered 1240, 1250, 1260, 1267, 1274, and 1275. I photographed several Ja's, including No. 1250, in 1970 and include their pictures in my latest book, *Twilight of World Steam.*

In addition to the Mountains, the New Zealand Government Railways have saved three Pacifics numbered 663, 778, and 795, all Ab class. They are now pulling the *Kingston Flyer,* a tourist train which runs from Lumsden on the South Island and annually attracts over 20,000 passengers during its four-month season.

Mountain types 1211 and 1234 are being preserved at Paekakiriki, 26 miles north of Wellington, where they will be overhauled for eventual mainline excursions. Both engines ran during the 1973 Easter period from Timaru to Picton, some 400 miles, and this May will haul another excursion train from Wellington to Palmerston North and return, about 200 miles.

Two Northerns, the 942 and 945, have been purchased by Steam Inc., P.O. Box 37-058, Stokes Valley, N.Z. These two Ka class 4-8-4's are now being overhauled, reports B. Johnson, the group's publicity officer.

HALL CARMICAL of Turin, Ga., recently bought an old 0-4-0T shunting locomotive in Scotland for $5,000. He now shows her off to local children, operating her over a one-mile track on his 70 acres of land.

A FREQUENT schedule of trips with Clinchfield steam loco No. 1 is announced by East Tennessee Rail Fan Assn. Contact Dean Odiorne, 129 Rosefield Dr., Kingsport, Tenn. 37660.

A RETIRED narrow-gage 0-4-0T, No. 1, has been resurrected by the City of Prince George, B.C., Canada, after about 60 years of inactivity, to provide fun for a new generation of youngsters. This 6-ton dinkie was built in 1912 by Davenport Locomotive Works and is now the only functioning steamer of her type in B.C. Five years ago she was removed from the now-demolished Canadian National station at Prince George and was rebuilt by retired CN hogger Tom McLennan and three part-time helpers in the city's public works shed at a cost of $3,500. Plans call for the building of two coaches and the laying of a half-mile of 24-inch track in Fort George Park. Another year will probably pass before the layout is complete, but the engine has already been test-steamed and run on 160 pounds of boiler pressure.

JAPAN'S newest steam locomotive is luring a multitude of fans to the Itoigawa (Niigata) factory of Toyo

LANCASTER COUNTY ★ U.S.A.

STRASBURG RAIL ROAD

The Road to Paradise

FUN FOR EVERYONE

Ride a full size, oldtime steam train on a round-trip thru the heart of the beautiful Amish and Penna. Dutch Country.

RAIN OR SHINE
Trains Operate
Weekdays, Saturdays
& Sundays

ADULTS $1.75 CHILDREN .75¢

Rt. 741—STRASBURG
LANCASTER CO., PA.
17579

FREE FOLDER
WRITE BOX 92-P
STRASBURG, PA.

CLOTH
RAILROAD EMBLEMS
HICKORY STRIPE ENGINEER CAPS
SERVING: RAILROADS—MUSEUMS—
DEALERS—INDIVIDUALS—CLUBS
HISTORICAL SOCIETIES
INQUIRIES WELCOMED
OVER 375 DIFFERENT DESIGNS IN STOCK
MANY FROM DEFUNCT LINES
LIST & TWO SAMPLES EMBLEMS $1.25

BOSCH EMBROIDERY INC.
P.O. BOX 8565 KANSAS CITY,
MISSOURI 64114
ORIGINATORS & MANUFACTURERS OF RAILROAD EMBLEMS SINCE 1926

The only book on the subject of

STREETCARS and INTERURBANS
that operated
in WINNIPEG from 1882 to 1955.

Revised and enlarged to include more than 40 new pictures.
Winnipeg Centennial Edition $5.00

H. W. Blake
237 Campbell Street
Winnipeg R3N 1B4

FIGHT CEREBRAL PALSY
JOIN THE
53 MINUTE MARCH

California Western 2-6-6-2 No. 46, ex-Rayonier Corp. 1937 Baldwin, rolling between Ft. Bragg and Willits, in Aug. '73.
Photograph by Michael A. Eagleson

Kassei Hakudo Co. The 60-centimeter-gage 0-4-0T was built in 1956 and weighs just 6.3 tons. Elsewhere in Japan, a D51 class Mikado, No. 827, has been acquired by a 51-year-old man for $4,250,000. Buyer Yasuhira Yamada of Jimokuji, Ehime-ken, plans to display her for children in his town to enjoy. What I find astonishing is that Yasuhira himself is not a locomotive fan!

MICHIGAN'S old 3-foot gage Quincy & Torch Lake Railroad on Quincy Hill, Hancock, is being scrapped and will probably be gone by summer, laments Tom Roberts, 97 N. 31st St., Battle Creek, Mich. 49015. The superintendent of Quincy property, Louis Koepel, hopes to arrange a deal with New Jersey's Pine Creek R.R. to restore all four of the Q&TL's remaining steamers. Numbers 1 and 6 are 2-8-0's, while 3 and 5 are 2-6-0's. The 1, 3, and 5 were built in the late 1880's; and No. 6, the newest and heaviest of the lot, came out of the erecting shop in 1912. All four locos have been kept in the rotting enginehouse since 1945, when the mine closed and the railroad was abandoned. They are in very poor condition, vandals having removed all choice collectable parts long ago.

If the Quincy Company agrees, engines 1 and 5 will be renovated for display at the nearby Hoist House on Quincy Hill, while 3 and 5 will be rebuilt for use on the 3-foot-gage Pine Creek. Please keep me informed on future plans for these old steamers.

Central Railroad of New Jersey, A Pictorial Review, by Edward F. Gardner, Box 847, Wilkes-Barre, Pa. 18703, 110 pages, 8½x11", soft cover, sells at $5. This new work is a pot-pourri collection of name trains of the famous "Big-Little Railroad." Rare timetables, photos, and maps are reproduced to illustrate thousands of long forgotten facts about this once-glorious road in New Jersey and Pennsylvania. Some fine items came from various collections. I particularly enjoyed the section featuring trains which connected with the airships at Lakehurst. The rare photos of the ill-fated *Hindenberg* alone are worth the modest price of this book. I would like to have seen a table of contents or index, however. Using the book without it for reference is confusing. Space is devoted to the little-known seagoing steamship service which the road operated to the North Jersey shore points in the 1930's and '40's. ●

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

Railfans:
Authentic Kero Lanterns
For Brochure send 9-1/2x4 SAE to
MICHIANA LAMP SUPPLY CO.
Dept. A
1624 Cone Street
Elkhart, Indiana 46514

IT'S ABOUT TIME!
united-WEE®
Can Pull Our Nation Back Together
Send $1.00
Learn How, Get Data, Gift, Help U.S.
UNITED WEE / Box 82867
Lincoln, NE. 68501
C-4

HUDSON INSTITUTE, INC.
HUDSON, MA 01749
offers courses in
ELECTRIC RAILWAY TECHNOLOGY
choice of a two year technical program or a four year collegiate program, including cooperative work with electric railway systems to start in the fall, 1974. **Write for Details or Phone (617) 562-9982.**

PHOTOGRAPHS OF THE MONTH

Old Broad Street Station, Philadelphia, (since razed) photographed in 1952 from top of City Hall, shows tracks loaded with passenger cars. Hard to believe that scene is no more. View was taken looking west from Center City Philadelphia.

Courtesy of Bob Storks

Lawrence S. Williams Inc., Photography, 9101 West Chester Pike, Upper Darby, Pa. 19082

"Happy" Fun City faces wait for uptown or downtown IRT trains at Times Square station. Lower level steps go to IRT Flushing train that is subway until Long Island City and then becomes elevated line.

Robert Redden, 113 Munroe, Lynn, Mass. 01901

Quite different from Longfellow's poem, "*The Village Blacksmith.*" Pushbutton blacksmiths swing four hammers 265 times a minute, pounding white-hot billets of steel into railroad axles at Standard Steel of Burnham, Pa. Each hammer hits with 1.8 million-pounds force, reducing a 10½-inch rod of raw steel to a strengthened railroad axle in about four minutes.

Denver & Rio Grande Western westbound freight with a couple of helpers at Pinecliff, Colo., March 30, '74.

Ray Kenley, 18539 W. 60th Ave., Golden, Colo. 80401

3093
3093

Ron Sims and Iowa Terminal interurban No. 102 at Emery, Iowa, August, 1969.
Photograph by Judy Sims

INTERESTING RAILFANS No. 138

RONALD D. SIMS

by FREEMAN HUBBARD

IOWA SHORT LINES, trolleys, interurbans, and industrial roads, past or present, are the specialized field of Ronald D. Sims. As a member of the Central Electric Railfans Association, he is supplying histories, maps, etc., for use in their forthcoming book on Iowa trolley lines.

"Such histories should be made available to the public," says Ron, who also belongs to the Iowa Railway Historical Museum, Inc.

His pet lines include the old Minneapolis & St. Louis, about which the late Frank P. Donovan wrote a book. Ron has compiled a detailed roster of that road and collected rare views of most of its diesel units from the late 1930s and early 1940s. He is also much interested in the new Central Iowa Railway, a short line formed out of a former Rock Island branch, and hopes it will operate fantrips.

Ron is the youngest of eight offspring of Roy and Merle Sims, both still living. His father was originally a farmer. After working for a while as a hostler's helper on the Chicago & Eastern Illinois and in a C&EI-owned coal mine, Roy Sims moved his family in 1929 to Des Moines—where Railfan 138 was born on April 12, 1939—and the father hired out to a home-insulating company, began traveling all over the state, and for many years rarely saw his wife or children except on week-ends.

"Before I was twelve," Ron recalls, "I hardly knew my father. Even when I saw him, he was stern and seemed like a stranger. Eventually he got a job in the city and came home every night, but we still had little to say to each other. When I wanted anything, I'd usually go to Mom and she would ask him."

This lack of communication with his father had the contrasting effect, later on, of drawing the young man closer to his own wife and children than he might have been otherwise.

"Although I have known Ron for about 18 years," says Sara Breeding, office manager of a radio station, "I never once heard him raise his voice in anger or annoyance to any member of his family. Furthermore, he is helpful around the house and fair at carpentry. For the past two years he has been remodeling his home."

Our hero's only romance began with a blind date on October 13, 1956, the girl being blonde Judy Ann Arlaud (pronounced Arlo). Slender build, medium height, vivacious.

"We doubled with another couple to see a Walt Disney film, *Vanishing Prairie,* at a drive-in theater," she reminisces. "Ronnie's choice of a movie showed good taste and set him apart from most fellows. That night he wore slacks, his short hair was neatly groomed, and he acted so shy that he didn't even hold my hand, except briefly. I liked him very much. Later on, we went out with the same couple on other dates."

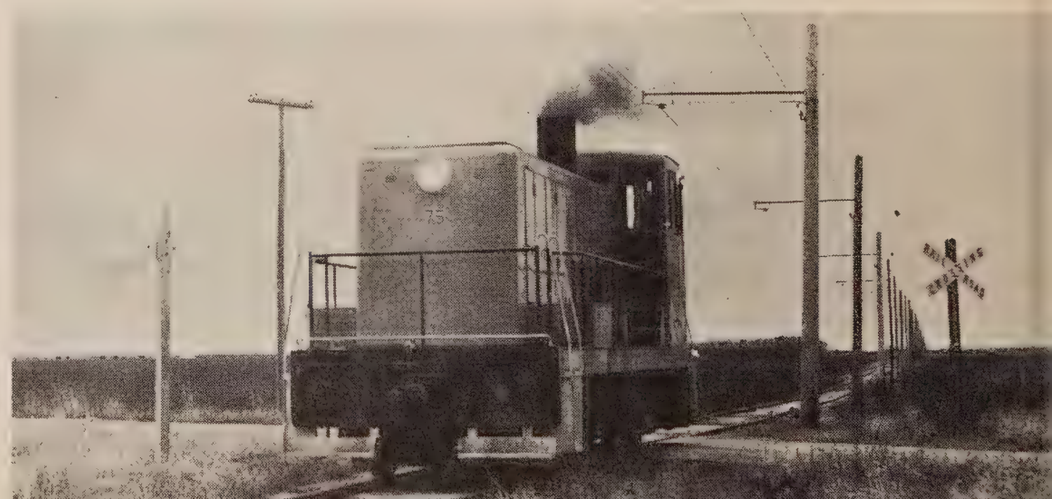
Then one evening Ron mustered up enough courage to visit her alone. He and Judy listened to a radio program in the kitchen. Upon leaving, he saw a cop placing a ticket on his car (really his father's car), which he had parked across a driveway. The 17-year-old lad must have been so much in love that he hadn't noticed the driveway, which was covered by bright autumn leaves anyhow, and an irate neighbor had phoned the police. . . . The couple became engaged the following August and were married on May 8, 1959.

"Which traits of Ronnie's caused you to finally say yes?" we asked Judy.

"He was always good to me," she replied sweetly. "That's the main reason. His neat appearance counted a lot, too. He was polite, respectful, hard-working, and more mature than any other boy I had dated. Besides, he knew how to manage money, and that's important. But in some respects we are opposites. I am talkative and gregarious; I like to go out often and visit friends. He is a homebody, prefering to do quiet things and be let alone. And he can be stubborn, even lose his temper. At first these traits made me a bit doubtful. Since our marriage, however, we both have

Photograph by Ronald D. Sims

The end is near, as shown here. Iowa Terminal Railroad, Charles City Div., was all diesel when this Dec. 18, '68 view was taken, but overhead was still in place. By spring the trolley wire would be down and electric service ended.



Hutchinson & Northern Railroad motor 3 on the last day of active service before being replaced by diesels is shown arriving in Hutchinson, Kansas, with the train from Carry Mine, on a cold winter's day on the plains in February, 1970.

learned to find happiness in compromise."

Shortly after the wedding, Judy's mother discovered that her new son-in-law was a railfan shutterbug.

"One evening," she writes, "my husband and I were just about to sit down to a sumptuous meal in their apartment when the phone rang. It was a long-distance call. Someone in Massachusetts talked to Ron about diesel locomotives, when and where they were overhauled and repainted, their histories, specifications, and photos of them. This went on for about thirty minutes. As a result, our son-in-law sold a bunch of his pictures, while the meat that Judy had roasted proudly for our supper was cold before we could eat it. But Ron's voluminous knowledge of railroad motive power amazed my husband."

The well-mated young couple has four children: Cheryl Ann, age thirteen, Susan Diane, eleven, John David, eight, and Mark Douglas, six. While Judy is at home but not engaged in housework you are likely to see her knitting, sewing, reading, or working with ceramics or jigsaw puzzles.

"My husband's hobby is good," she tells us. "It has enabled him to overcome shyness—he is no longer reluctant to meet and talk with people—and I am sure it will do much to keep him physically and mentally alert after he retires. That hobby is a family thing, too. We all go with him on trips of railroad interest out of town as well as in and around Des Moines. While he is with the boys, taking pictures, the girls and I collect rock specimens, dried plants for fall bouquets, and the like, or we just stroll along the tracks."

One of Judy's grandfathers was an electrician who helped to install block lights on the old Inter-Urban Railway. A cousin of hers worked in railroad shops at Leavenworth, Kansas, while another kinsman was a bridge construction engineer on the Chicago, Burlington & Quincy. Even so, Judy says she is interested in railroading only because Ronnie is.

"Many a morning I have spent with him in courthouses researching for the CERA book and on short trips to small towns to draw maps, driving from one crossing to the next while he hikes cross-country. I like it, because I am with him and helping him. Usually I take along a book or some knitting to pass the time when I am not needed to drive, carry things, or read old maps or records.

"My early background fits into Ronnie's picture-taking. My father was in the Fingerprint and Identification section of the Des Moines police force and did police photography. He'd bring home his exposed films and turn our kitchen into a darkroom to print and develop them. Sometimes I would help him. My dad started Ronnie developing and printing his own pictures the same way—in our kitchen darkroom."

Judy says that a Sims family vacation usually includes a visit to railroad facilities.

"Sometimes," she sighs, "I'd like to go to a place far from any shops or yards. Why, Ronnie even stopped to snap a railroad picture on the way home from our wedding trip! Now and

Judy Ann Sims busily engaged in one of her favorite pastimes in living room of her home. (Above) Judy and Ron with their four children: Cheryl Ann, Susan Diane, John David, and Mark Douglas. According to Ron, his beard is "temporary."
Photograph of Judy by Ron Sims

then he will buy a railroad book or photos with money that I think should go toward school clothes for the children or other family needs. Because of his railfanning, we have eaten many meals without him or have sat down to cold meals. He often gets so involved in railroad stuff that he forgets time."

That's not unusual, Judy. Such concentration also is practiced by inventors, artists, writers, scientists—in fact, everyone capable of feeling enthusiasm. The story is told of Socrates that one day nearly 2500 years ago, while seated under a roadside tree pondering on a problem in philosophy, he became so engrossed in his subject that an entire Greek army marched by without his noticing it!

"Both Ronnie and I had a plain, common-sense rearing," his wife adds, "and that's what we are trying to give our children. Good, old-fashioned discipline."

But Ron's brother Dwight doesn't quite see it that way. Says he: "Ron is lax in disciplining his youngsters. The kids get away with too much. As for personal habits, he will tip a few drinks now and then without getting too plastered."

And now we flash back to his boyhood. Midway through high school, Ronald Sims quit the halls of learning to take a full-time job and earn money for his hobby. This step, he soon decided, was a mistake. So he enrolled in a correspondence school and graduated at about the same time as his former classmates did. The rest of his schooling consisted of a six-months course in freight rating and routing that he took at Minneapolis in 1960.

In answer to a query about his early exposure to railroad facilities, Ron says: "About two blocks north of my boyhood home I could see what was left of the old Colfax Division of the Des Moines & Central Iowa, which connected with four other roads in that area for freight interchange. I remember its electric locomotives as black with white V stripes on both ends. The catenary came down when the road was dieselized in about 1950."

Ron's father had dabbled in photography and, like Judy's dad, processed his own films and prints. Even before our *Interesting Railfan* was born, Roy Sims shot some railroad pictures. Having a job that took him all over the state, although by truck, he liked to consult an *Official Guide* now and then. On one occasion he showed a familiarity with routes, connections, times, and fares that surprised a local station agent.

Trains of both the Rock Island and Chicago & North Western ran a short distance from Ron's school. A small hill hid the C&NW trains from his sight, but he could see the beautiful smoke plumes of occasional steam trains on that road. In the summer of 1954, while riding his bike to explore the nearby rail lines, he found interurban cars of the then-famous Fort Dodge, Des Moines & Southern. Thereafter, he took numerous bicycle jaunts from his home just to watch those fast-rolling cars pass by.

Around that time, too, he was excited and happy to discover a publication he had previously known nothing about, *Railroad Magazine,* on sale in a local drugstore. From reading it, he soon learned that plenty of people, like himself, were fond of railroads. So he wasn't goofy after all! In those days, whenever he saw freight cars he'd look up information on their companies in old copies of *The Official Guide,* the first railroad book he ever owned, a gift from his father. He also pestered the Public Relations departments of those roads with hundreds of postal cards asking for pix and timetables. Some replied; others didn't.

In 1955 he acquired a small Brownie camera and began shooting railroad pictures. Although he was 16 then, the lad had never once been on a train; but he persuaded his father to take him to Boone, Iowa—locale of the Kate Shelley legend—to ride the interurban. The downpour of rain that day didn't spoil his fun. On the way back

home the conductor noticed his camera and invited Ron to "Come on up front where you can see something." So our future *Interesting Railfan* sat beside the motorman on the rest of the trip, gazing in ecstasy through the big, curved, front window as the car swayed along the shiny wet track. The crew even made an unscheduled stop at the high bridge and backed onto it for him to take a snapshot.

"That unforgettable rainy day," Ron recalls, "plus my discovery of your magazine, turned me into a railfan. I started to collect railroadiana such as timetables, photos, and newspaper clippings and I subscribed to the *Short Line Railroader,* besides regularly buying *Railroad* and later *Trains* from a news-stand. Still being too bashful to talk with railroad men, I spent much time in correspondence and reading."

Our subject's second rail journey was a farewell ride over the now-extinct FDDM&S, sponsored by the Iowa chapter of NRHS in September, 1955; and the next day one of his brothers took him to Centerville for a Southern Iowa Railway fantrip. These experiences opened a new world to Ronald Sims.

Meanwhile, his first gainful employment was as a stock boy in a grocery store. Next came work in a blueprinting plant. While running an Ozalid machine he was able to get a complete set of county maps for the State of Iowa which showed in detail all roads and rail lines. They helped him a lot in locating and following rail routes. Later, one of his many jobs was keeping a monthly freight journal and working on freight claims, both for the DM&CI at Boone.

"I'd never go back to that phase of railroading," he vows. "It's very different from enjoying one's hobby in leisure time."

The disgust at having slaved over a rail job he didn't like temporarily turned Ron against his hobby also. He sold some of his collection, which he said afterward was the biggest mistake in his life, and moved his family to Los Angeles. But he didn't care much for L.A., either. A year later he returned to Des Moines and eventually drifted into his present job at a warehouse. This employment bores him, but it does provide the wherewithal for him and his family to pay taxes and buy groceries; while his working conditions allow him sometimes to do railroad research and go on picture trips.

Ron has had material published in *Railroad, Trains, The Switch Lamp* (Iowa Chapter of NRHS), the *Short Line Railroader,* and *Extra 2200 South.* He supplied quite a bit of information that our friend Frank Donovan used in writing historical books. Ron's ambition is to write a book of his own jointly on the DM&CI and the Des Moines streetcar system, which were separate companies but too closely intertwined to be covered separately.

"I'm an incurable collector," he admits. "Before I could store any more junk in my garage I'd have to enlarge it or leave my car outside. My favorite exercise and form of contemplation are bicycling and walking in woods and meadows, enjoying the trees and plants, rocks, streams, crickets, fireflies, and wild animals. The very thought of hunting to kill repels me. I would much rather see the various birds and animals alive in their native habitat. Because we believe in conserving natural and industrial resources, my entire family saves cans, glass containers, and paper and turns them in at our local recycling center."

Ron is of medium height. His larkspur-blue eyes sparkle with good humor. He is a left-handed writer, has a slight build, walks briskly, and weighs around 150 pounds. Doctors and hospital staffs would starve to death if they had to depend upon his business. He has a keen memory for road engine numbers and serial numbers, but can't remember a grocery shopping list without a note from Judy. In his opinion, nearly all TV programs are a waste of time. He jeopardizes his health by puffing an occasional cigar, but resents the noxious fumes of cigarette smoking in public places.

The Sims home at 2717 Cornell Street stands on a small hill in the north side of Des Moines. Aside from a Currier & Ives print and a painting of a New Orleans streetcar, no rail pictures adorn its walls. Ron's "treasure trove" includes many files of railroad and industrial companies that use motive power, all issues of *Railroad Magazine* and *Trains* since 1955, innumerable pamphlets, annual reports, and miscellaneous items. Also about 4000 negatives and many slides and rolls of 8mm movie film.

"My wife is an expert cook," he tells us. "Very few TV-advertised foods ever enter our house. Sometimes we grind wholesome grains for baking so as to retain all their natural vitamins and minerals. In addition, we regularly take vitamin and mineral supplements because we know that too many foods come from depleted soil, too many have lost some of their nutritive elements, and processed foods generally are adulterated with chemical preservatives, artificial colors, and synthetic flavors."

Ron finds emotional security in his family and his hobby. Judy and the four children are Roman Catholic. He attends mass with them, but hasn't yet gotten around to joining the church himself. The family pet, a nine-pound English spot-rabbit named Hazel, lives alone in her quarters outside the Sims house, well cared for but with no chance of ever losing her virginity. ●

Photograph by Ron Sims

Minneapolis & St. Louis freight drag crossing Des Moines River in Feb. 1959.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, No questions will be answered by mail or telephone.

1 ***What is the Trailer Train Company?***

Incorporated in 1955, it supplies specially-equipped flatcars on a nationwide basis under a pooling arrangement to member railroads that own 90 percent of the 40,000 piggyback flatcars in the U.S. Besides piggyback cars, the company has over 20,000 auto rack cars and more than 9,000 special-purpose cars. Because of the energy shortage and other reasons, piggybacking now gets an increasingly large share of the total transportation market. The company predicts its volume will increase 15 percent this year over the record 2.9 million trailers carried last year.

2 ***Do CP Rail or Canadian National plan to cut passenger service?***

Not in the near future. The Canadian Transport Commission recently turned down such a request by the two big carriers and ordered the following threatened services to be continued: CN: Quebec-LaMalbaid and Clermont; Richmond-Lyster and Quebec; Deux-Montagnes and Grenville; Saskatoon and The Pas; Prince Albert and Hudson Bay; Regina-Saskatoon and Prince Albert, and Edmonton and North Battleford. CP Rail: Montreal and Mont Laurier, and Sudbury and Sault Ste. Marie.

3 ***Any info on the Nantucket Railroad?***

Yes. This island line was opened in 1881 to run about 3 miles between Nantucket town and Surfside, and then to Siasconsett, Mass., 11 miles, on the eastern end of the island. In 1892, it had two steam locos and 7 cars. Five years later it became the Nantucket Central. Operations ceased on Sept. 15, 1917, and much of the old equipment was sold as scrap metal to aid the war effort. The last evidence of the old rolling stock, up to a short time ago, was a former coach, now a diner, not far from the Pacific club in Nantucket town.

4 ***How many kinds of guard rails exist?***

We know of at least three. Some are laid between the regular rails on a bridge to prevent the train, if derailed, from falling off the bridge. Another type is used to guide rail flanges when going around curves, and a third prevents flanges from striking switch points.

5 ***I'm a Western Pacific brakeman. Is there a time limit on filing a sickness application?***

Yes. It should be mailed to the Railroad Retirement Board by the seventh day of the illness for which you want to claim benefits. If you are too sick to complete the application, have someone else do this for you. Failure to file on time may delay the payment of benefits or cause you to lose benefits.

6 ***Which roads make up The Family Lines?***

The Seaboard Coast Line, Louisville & Nashville, Clinchfield, Georgia, and West Point Route.

7 ***What happened to the Death Valley R.R.?***

That narrow-gage pike, which ran from Death Valley Jct., on the Tonopah & Tidewater, for 20 miles to Ryan, Calif., was abandoned in 1931. The borax works at Ryan had closed down in 1928 and later the hotel there gave up the ghost, leaving the town deserted.

8 ***Please print "The Motorman's Lament."***

Yes, indeed. Here it is:

So ladylike, she got aboard,
But soon began to worry.
The track was rough, the car was late,
And I was in a hurry.
She said it was the roughest ride
She'd had in all her life;
And I was unaware she was
A superintendent's wife.

I stopped and started with a jerk
As down the line we flew;
I think on only half the wheels
We made a curve or two.
I threw old ladies in a heap;
I scared the girls to death;
The men hung on to the straps above
And cussed at every breath.

I must have thrown a dozen off
At nearly every turn,
But left the bodies where they fell—
I had no time to burn.
They called me on the carpet, then—
They called me down "a few"—
They said: "Another trip like that
Would mean for you 'skidoo'!"

So now, whenever I run my car
When men can scarcely stand,
When women bounce about the seats
And fuss to beat the band,
It nearly frightens me to death
At every jolt and jar
For fear a superintendent's wife
Is seated in the car.

9 ***What is a sun kink?***

An abnormal rail bend caused by metal expansion during hot weather, and more particularly by "frozen" joints. Conventional rails are laid with the expectation that the steel will expand about 1/16th of an inch for each 20-degree rise in temperature. For that reason, adjoining rail-ends are left with a small gap between them, and the holes which receive the angle bar bolts must be drilled slightly oversize to permit lineal play. Not infrequently the joints rust firmly together, imparting an accumulative strain upon spikes and other fastenings until they can no longer hold. Then the entire section of track may let go, rails squirming in lateral contortions. Welded rail, however, is secured to ties with a special type of spring spike which grips the base so firmly that no lineal play is possible. Hence, there is an almost imperceptible bowing of rail between adjacent ties.

10 ***How long has Britain's Wolverton Locomotive Works been in business?***

Since 1838, when it belonged to the London & Birmingham Ry., but in 1865 its work was concentrated on coaches and all loco work was transferred to Crewe. Recently, it reverted back to engine work, for the first time in 108 years, when it turned out a battery-powered engine.

11 ***Where was the G&SW?***

The Galena & Southern Wisconsin, a three-foot-gage line between Galena, Ill., and Platteville, Wis., 30 miles, was chartered in 1857, opened in 1875, and had two steam locos. It is now part of the Chicago & North Western.

12 ***How many diesel-electric locomotives are operating in U.S.A.?***

Major American carriers added 1,503 engines to their fleet during the first eleven months of 1973, an overall increase of 458 units over the year previous. As of last December 1, the total stood at 27,286 with an aggregate horsepower of 55,716,255, compared with 54,152,000 in January '73. A total of 392 new units are on order.

13 ***Several of us conductors on the Bangor & Aroostock want to know if the Railroad Retirement increases will be for a matching percentage of the Social Security increases.***

They won't. Most individual Railroad Retirement increases will be payable for a sum equal to the dollar amount of a Social Security beneficiary with equivalent earnings. For example, if a retired railroad annuitant gets $300 a month while Social Security beneficiaries with equivalent earnings are receiving $200, the railroad annuitant's 1974 increase will total $22 a month (11 percent of $200, rather than $300).

14 ***What were the "Compromise" cars used by the Pennsy in freight service during the 1870's?***

Built by Star Union line, one of several fast freight companies organized in the 1860's, they numbered nearly 1,000, handled through traffic, and were exclusively routed over the full length of the Pennsy and its connecting lines by favorable rate contracts. Such routage called for transfer to a number of Ohio roads with gages differing from the Pennsy's. For this reason, Star Union cars were equipped with wide wheel treads and designated as Compromise cars.

15 ***Info, please, on Canadian Pacific's conversion of steam locos from coal to oilburners?***

To boost Alberta's growing oil industry, the CP made an extensive switchover from coal to oil in 1948. Conversion was started on 100 engines used between Calgary and Vancouver. No. 2833 inaugurated oilburning steam service on the 831.6-mile run between Winnipeg and Calgary, pulling the transcontinental *Dominion* westbound. A Royal Hudson class, the 2833 was revamped at the Western shops, Winnipeg, and was the first of 16 to be so treated. Fifteen locos of this series were changed to oil by February, 1949, making all mainline passenger power oilburning on the Winnipeg-Calgary run. Oil storage facilities were located at Moose Jaw and at terminal points. The second one converted, 2850, is known to all Canadian railfans. Ever since she, painted a royal blue and silver, hauled the *Royal Train* from Quebec to Vancouver in 1939, all 2800's carried a crown on the running-board front by royal permission.

16 ***Where was Southern's 3-foot gage located?***

According to the January, 1925, *Official Guide*, it extended 50 miles between James River Jct. and Clareton, Va., over part of the old Atlantic & Danville, a line leased by the Southern.

17 ***List the electrified mileage of Class I railroads when U.S. entered World War 2.***

Baltimore & Ohio (Baltimore Tunnels), 3 route miles, or 9 track miles; Baltimore & Ohio (Staten Island Rapid Transit), 21 route, or 50 track miles; Boston & Maine (Hoosac Tunnel), 8 miles of double track, or 21 miles including yard track; Butte, Anaconda & Pacific, 38 route, or 122 track miles; Milwaukee Road, 660 route, or 885 track miles; Cleveland Union Terminal (controlled by NYC), 17 route, or 56 track miles; Delaware, Lackawanna & Western, 70 route, or 160 track miles; Grand Trunk Western (St. Clair Tunnel), 4 route, or 6 track miles; Great Northern, 72 route, or 94 track miles; Illinois Central, 38 route, or 156 track miles; Missouri Pacific (Beaumont, Sour Lake & Western), 28 route, or 36 track miles; Illinois Terminal, 407 route, or 513 track miles; New York Central, 70 route, or 381 track miles; New Haven, 106 route, or 550 track miles; New York Connecting (controlled by New Haven through proprietary interest), 21 route, or 65 track miles; Norfolk & Western, 77 route, or 208 track miles; Pennsy, 674 route, or 2,189 track miles; Long Island (PRR) 129 route, or 386 track miles; Pennsylvania-Reading Seashore lines, 44 route, or 76 track miles; Reading, 84 route, or 198 track miles, and Virginian, 134 route, or 228 track miles.

18 ***To what extent are U.S. railroads improving their grade crossings?***

A $4 million program to inventory the nation's public, private, and pedestrian grade crossings entered its national phase recently after completion of a five-state pilot program. The program is jointly funded by the railroads and DOT. It is being administered by the Association of American Railroads. When completed, the 14-month project is expected to provide centralized, comprehensive, computerized system of grade crossing data which can be used to evaluate improvement programs on Federal, state, and local levels. Estimates of traffic at each crossing will be supplied by state highway departments.

19 ***Tell me about the Denver, Boulder & Western.***

This 3-foot-gage line ran from Boulder to Eldora, Colo., about 33 miles, and had several branches. Chartered originally as the Inter-Mountain Ry., it was renamed Colorado & Northwestern in 1897 and was opened to traffic on June 6, 1898. The name was changed again to its final marker DB&W in 1909. The line was abandoned Dec. 27, 1917.

20 ***How did the railroad term "highball" originate?***

With the use of ball signals at intersections and junctions on early railroads. The story goes that the signal first consisted of two bushel baskets placed together to form a large ball. These were painted red and were fastened to a long rope which passed over a pulley on the top of a high pole. When two trains approached an intersection, the ball signal would be sent up against one of them. Thereupon the other crew would yell "highball" to each other and bat on through.

Running Extra

Your photo of Erie's Triplex *Matt H. Shay* in March '74 was splendid. How do I get more info on that engine? Why was she such a failure?—John Nernoff, Jr., 9 Roslyn Drive, Glen Head, N.Y. 11545.

Re comments about my article, "Where Passengers Ride the Caboose," that appeared in your Oct. '73 issue: G. A. Melton is correct in saying in Dec. '73 that 1st No. 42 (Alco-Schen.) was a 2-6-0. Second 52, an EMD SW-2 road-switcher, was on the property and in operation in 1939. It has since been twice upgraded and today is equipped similarly to EMD's present SW-1500. Mr. Melton's "another 52" was actually No. 53, a second-hand Baldwin 2-8-0, ex-KCS, ex-EJ&E. This poor steamer was cut up about 1928. His remark concerning Alco-Schen. 0-6-0 No. 112 with the TC&GB lettering is valid. She was not an engine of the TC&GB but belonged to its parent, the (now) Phelps Dodge Corp. and was leased from the latter by the TC&GB whenever first 52 was laid up.

Some people confused the rail operations of the Phelps Dodge Corp. (sixteen EMD SW-2's, GP-7s', GP-9's and GP-30's) with the railroad. Phelps Dodge took delivery on five SW-2's in 1939 at the time the 2nd 52 was purchased. However, steam remained king on that road until shortly after World

War 2, when the company trackage was electrified and eight Baldwin-Westinghouse-Sterling electric diesel locos were bought. The company's steam engines were then, in 1948, cut up for scrap. After lasting a little more than ten years, the electric diesels were replaced with GP-30's.—David I. Rees, P.O. Drawer R, Ajo, Ariz. 85321.

Did the Cleveland, Cincinnati, Chicago & St. Louis ever take over and run the Michigan Central, either in part or entirely? When did it end? Also, when did New York Central take over the Big Four and Michigan Central?—M. L. Denney, RR1, Box 579, Plainfield, Ind. 46168.

I've lost my copy of *Railroad* that carried the poem, "The Gila Monster Route." Anyone help me out?—V. R. Woods, 1120 Los Robles Blvd., Sacramento, Calif. 95838. Another California railfan, Earl Cottier, 4213 Belle Drive, Antioch, 04509, also wants a copy of this poem.

How much did a brand new diner cost in 1948? What would it cost today, second-hand?—Greg Slaten, 6700 Merle St., Metairie, La. 70003.

I have a marine button with the initials GGRRC above an anchor. My own guess is Grand, or Great Gulf Railroad Co. Who can tell me?—C. A. Moore, c/o M. V. Cunard *Adventurer*, Barnard Sons & Co. Ltd., Castries, St. Lucia ,West Indies.

Anyone have a Taunton Locomotive Works roster? Who knows when L-1 of Albany Southern was built?—Wm. R. Gordon, 232 Beresford Rd., Rochester, N..Y 14619.

Were there any convictions in the theft, a year ago, of those 150 Penn Central boxcars stored and stenciled on the Bureau County R.R. in Illinois?—D. C. Coates, Jr., 1308 State St., Emporia, Kan.

In answer to Lee Barnetts' letter about a Class I American railroad moving back to its original location, I know of one that did. In the early 1930's the citizens of White River Jct., Vt., complained of the smoke and cinders at the Central Vermont roundhouse. They put up such a fuss that the CV closed its facilities and moved to the Boston & Maine terminal across the river at Westboro, N.H. At the same time the two roads operated locomotives over each others' rails between Boston, St. Albans, and Montreal. In the 1940's both roads decided to keep their engines on their own lines, so the Central Vermont moved back to White River Jct., where they still remain.—Elwin K. Heath, 21 Hilltop Ave., Barre, Vt. 05641.

What railroad was the MW&E?—James Schwartz, 440 Miller Rd., Barrington, Ill. 60010.

Recently saw a switch lock lettered O&WTRR. Anyone have the history of this railroad?—K. V. Dethman, Box 1301, Portland, Ore. 97207.

Do any EMD F units have AAR-type B trucks after being refitted or overhauled? Has any railroad ever put this type truck under its F units?—Douglas Conrad, Box 5133, Armdale P.O., Halifax, Nova Scotia, Canada.

Info, steam and diesel pix, rosters, maps wanted on the B&O between Wheeling, W. Va., and Columbus, Ohio, especially the branch from Lore City to Cumberland, Ohio. Also any data on the NKP (in Ohio), W&LE, and P&WV.—Chuck Singleton, 36 N. Missouri Ave., Atlantic City, N.J. 08401.

What or where is the world's crookedest railroad? What kind of rolling stock?—Kesler Morrison, Rte. 2, Stony Point, N.C.

Where can I get plans for an old railroad handcar?—Larry Caddire, The Divided House, 255 Elm St., Salisbury, Mass. 01950.

What was the final disposition of the New Haven's *Comet?* What happened to the old NH inspection loco *Naugatuck*?—Frederick Anthony, 3107 S. Grand St., Los Angeles, Calif. 90007.

Does the B&O own any SDP-40's? If so what are their horsepower and road numbers?—Robert Devine, 77 Spratt Ave., Staten Island, N.Y. 10306.

Where can I buy original *California Zephyr* decals?—John J. Brown, 965 E. 9400 South, Sandy, Utah 84070.

Re George Hickey, Jr., letter in recent issue about the *Reuben Wells*: In 1858 master mechanic Reuben Wells of the Madison & Indianapolis in Ohio designed a big 0-10-0 to run on the ladder-like climb from the banks of the Ohio River at Madison to North Madison. The grade rose 310 feet to the mile and was 7,012 feet long. The *Wells* 44" drivers were powered by 20x24" cylinders. She weighed 112,000 lbs. and went into service in 1868. Previously, Baldwin had built an 0-8-0 named the *M. G. Bright,* with a set of conventional cylinders and another vertical mounted cylinder connected to drive a cog-wheel that could be raised and lowered to engage a rack-rail. The *Wells* was used regularly for 28 years and when retired was presented to Purdue University.—F. W. Colburn, Rte. 5, Box 441A, Swanton, Ohio 43558. ●

Railfan Clubs, Museums, Tourist Roads

ALABAMA

Alabama Gulf Chapter, NRHS, and Railroadiana Collectors Assn. Newsletter, 405 Byron Ave., Mobile 36609.
Heart of Dixie Chapter, NRHS, Box 24, Birmingham 35201. Newsletter, "Cinders from the Smokestack."
Montgomery Chapter, NRHS, Box 1851, Montgomery 36103. Newsletter, "The Steam Whistle."
New Haven RR. Technical Info. Assn., c/o M.V. MacLaughlin, Jr., 1339 Biscayne Dr., Montgomery 36111, Newsletter.
North Ala. Chapter, NRHS, Box 21, Tuscumbia 35674. Newsletter, "White Flags & Full Steam."
North Ala. RR. Club, 107 Wheeler Dr., Sheffield 35660. Museum.
Wiregrass Chapter, NRHS, Box 281, Dothan 36301. Newsletter, "Steel Wheels."

ARIZONA

Arizona Chapter, NRHS, 8337 E. Cypress, Scottsdale 85257. Newsletter, "Desert Rails."
Scottsdale Railway Park, 6916 E. Windsor, Scottsdale 85751. Publication, "Arizona Railway Quarterly."
Echols Junction, 2010 N. 38th St., Phoenix 85008. Museum (Appointment only: 275-3069).
Legend City Amusement Park, 56th and Washington Sts., Tempe 85281. One mile of 36"-gage steam railroad.
Scottdale RR. and Mechanical Soc., c/o Richard L. Morse, 15 W. Del Rio Dr., Tempe 85282.
Maricopa Live Steamers, c/o Roger Netz, 602 S. 6th Ave., Phoenix.
Old Pueblo Chapter, NRHS, 1715 East Waverly St., Tucson 85719. Newsletter, "Caboose Chatter."
Old Tucson Frontier Town, c/o W. Horky, 1715 E. Waverly St., Tucson 85719. Steam railroads, standard-gage and 36" gage.
White Mt. Scenic RR., Box 496, McNary 85930. Standard gage steam line.

ALASKA

Alaska-Yukon Chapter, NRHS, Box 2248, Anchorage 99501. Museum and Newsletter, "The Moose Gooser."

Standard-gage 2-4-0 at left, now on Opryland RR, at Nashville, Tenn., was built by Baldwin in 1906 for the Charleston Lumber Co. Her Stephenson valve gear is reversed, the eccentrics being on front driving axle and the arms at rear to reach and operate the rocking reverse links. "Who can tell me more about this engine and reversed eccentrics?" asks Wilbur F. Golson (shown at right), engineer of the Opryland, living at 1324 Marque Ann Drive, Baton Rouge, La. 70815.

ARKANSAS

Little Rock Chapter, NRHS, Box 5584, Little Rock 72205. Newsletter, "The Arkansas Railroader."
Missouri & North Ark. Assn., c/o Jim Wakefield, 316 Auburn Dr., Little Rock 72205. (Being organized.)
Scott & Bearskin Lake Ry., Box 1, Scott 72142. (Tourist line to open in 1974.)

CALIFORNIA

Alton & Pacific RR., Rte. 1, Box 477, Fortuna 95540. (at Eureka). 1½ miles of 24"-gage steam.
Assn. of Ry. Museums, 11307 Long Beach Blvd., Lynwood 90262. Membership and newsletter.
Bay Area Electric Railfan Assn., 2119 Marin Ave., Berkeley 94707. Newsletter, "Circuit Breaker." 2m of std. electric line between Fairfield and Rio Vista.
Calif. Ry. Museum (Display at Rio Vista Junction; see BAERA.)
Calif. Southern RR. Museum, Box 94, Colton 92324. (Steam display at Orange Empire Museum.) Newsletter.
Calif. Western RR., Fort Bragg 95437. 40m of std. steam. Common carrier and tourist line.
Calif-Nevada RR. Hist. Society c/o Edward Graham, 1920 Pacific Ave., Apt. 4, San Francisco 94109. Newsletter.
Calif. State Narrow Gauge RR. Museum, Box 491, Carmichael 95608. (See Camino, Cable & Northern.)
Castro Point Ry., 55 Hancock St., San Francisco 94114. 3m of std. steam at Point Richmond. (See Pacific Loco. Assn.)
Camino, Cable & Northern RR., Box 474, Camino 95709. 2m of 36" steam.
Central Coast Chapter, NRHS, Box 8407, San Jose 95155. Newsletter, "The Ferroequinologist."
Electric Ry. Hist. Soc. of S. Calif., c/o David Cameron, Box 24328, Los Angeles 90024. Newsletter, "Timepoints."
Ghost Town & Calico Ry., Knott's Berry Farm, 8039 Beach Blvd., Buena Park 90620. 1½m of 36" steam.
Klamath & Hoppow Valley RR., Box 247, Klamath 95548. 4m of std. steam.
McCloud River RR., McCloud 96057. 80m of std. steam. Common Carrier and tourist line. (See Northern Calif. RR. Club.)
Northern Calif. RR. Club, Box 668, San Mateo 94401. Newsletter, "Nor Cal Railfan." (Operates steam trips on McCloud River RR.)
Orange Empire Trolley Museum, Box 548, Perris 92370. 1m of std. and 42" electric. Newsletter.
Pacific Loco. Assn., 54 Hancock St., San Francisco 94114. Newsletter, "The Club Car." (See Castro Point Ry.)
Pacific Southwest Railway Museum Assn., Box 12096, San Diego 92112. (Museum at San Diego Fairgrounds.)
Pacific Railroad Society, Box 5279, Los Angeles 90055. Newsletter, "Wheel Clicks." (Displays at Traveltown and Orange Empire.)
Railroad Enthusiasts (Golden Gate Div.), c/o Roger E. Puta, 1821 Pacific Ave., San Francisco 94109. Newsletter.
Railway & Loco. Hist. Soc., Pacific Coast Chapter, Fred A. Stindt, chairman, 978 Emerald Hill Rd., Redwood 94061. Newsletter, "Chapter News." Museums: San Francisco, Sacramento.
R&LHS, Southern Calif. Chapter, William Fletcher, chairman, 7515 Yankey Downey 90242. Newsletter, "Observation Car." Museum at L.A. County Fairgrounds, Pomona.
Roaring Camp & Big Trees Narrow Gauge RR., Box 338, Felton 95018. 5m of 36" steam.
Sierra Mt. RR. Club, Box 1015, Auburn 95603. Newsletter.
Sierra RR., 781 Washington St., Sonora 95370 (at Jamestown). 38m of std. steam. Common carrier and tourist line.
Southern Pacific Hist. & Tech. Society, c/o Gordon Mills, 1159 Loma Sola Ave., Upland 91786 (being organized).
Token and Medal Society, 611 Oakwood Way, El Cajon 92021. Newsletter (incl. trolley.)
Travel Town, Dept. of Recreation and Parks, Los Angeles 90027. Museum in Griffith Park.
West Side & Cherry Valley RR., Box 1017, Tuolumne 95378. 18m of 36" steam.
Western Transit Society, 7419 Bennington Ave., Pico Rivera 90660. Newsletter.
Yosmite Mountain-Sugar Pine RR., Fish Camp 93626. 4m of 36" steam.

COLORADO

Colorado Central Narrow Gauge Ry., Box 721, Golden 80401 (at Central City). 1m of 36" steam.
Colorado Midland Chapter, NRHS, Box 9161, Colorado Springs 80932. Newsletter, "Midland Rails."
Colorado Railroad Museum, Box 641, Golden 80401. Newsletter.
Colorado Railroad Historical Foundation, Box 641, Golden 80401, operates Colorado Railroad Museum.
Cripple Creek & Victor Narrow Gauge RR., Box 459, Cripple Creek 80813. 4m of 24" steam.
Cumbres & Toltec Scenic RR. (see address in New Mexico listing).
Forney Historic Transportation Museum, Box 176, Fort Collins 80521 (museum in Denver).
High Country RR., Box 404, Golden 80401. 1½m of 24" steam.
Intermountain Chapter, NRHS, Box 5181, Terminal Annex, Denver 80217. Newsletter, "Intermountain News."
Manitou & Pikes Peak Ry., 515 Ruxton Ave., Manitou Springs 80829. 8.9m of std. (cog), diesel.
Mile High Ry. Club c/o D&RGW Mech. Dept., Box 5482, Denver 80217.
Rocky Mountain RR. Club, Box 2391, Denver 80201. Newsletter.
"Silverton Train," D&RGW depot, Durango 81301. 90m of 36" steam. Common carrier and tourist line.

CONNECTICUT

Branford Electric Ry. Assn., 17 River St., East Haven 06405. Newsletter. Oper. museum, std. electric.
Connecticut Valley Chapter, NRHS, 35 Milbrook Dr., East Hartford Conn. 06118. Newsletter, "Conn. Elec. Ry. Mus. Newsletter."
Connecticut Electric Ry. Assn., Box 436, Warehouse Point 06088. Newsletter (book) "Transportation Bulletin." (Hartford, Conn.), 3m of std. electric.
Mystic Valley Ry. Soc., Box 935, Norwich 06360. (Boston area railroads).
Railroad Enthusiasts, Hartford Div., c/o A.W. Mahan Jr., 6 Ninth Ave., Branford 06405. Newsletter.
Western Conn. Chapter, NRHS, Box 1101, New Canaan 06840. Newsletter, "Westconn Manifest."
Valley RR. Co., Box 172, Essex 06426. 8m of std. steam.

DELAWARE

Historic Red Clay Valley, Inc., Box 1374, Wilmington 19899. Newsletter. Operates Wilmington & Western RR.
The Magic Age of Steam, Rte. 82, Yorklyn 19736. Museum.
Wilmington & Western RR., Box 1374, Wilmington 19899. 8m of std. steam. (Dela. Rte 41, quarter-mile north of Dela. Rte 2.)
Wilmington Chapter, NRHS, Box 2386, Wilmington 19899. Newsletter, "Official Guide of Wilmington Chapter—NRHS."

DISTRICT OF COLUMBIA

National Assn., of RR. Passengers, 417 N.J. Ave. S.E., Washington, D.C. 20003. Newsletter.
Smithsonian Institution, National Museum of History & Technology, Washington, D.C. 20560. "Railroad Hall" Museum.
Wash. Chapter, NRHS, Box 487, Ben Franklin Station, Washington, D.C. 20044. Newsletter, "The Timetable."

FLORIDA

Blackberry Creek Ry. Hist. Society, Box 9591, Jacksonville 32208. 2m of std. steam.
Central Florida Chapter, NRHS, Box 266, Tangerine 32777.
Gold Coast RR., 811 S.W. 6th St., Fort Lauderdale 33315. 4m of std. steam.
Gulf Wind Chapter, NRHS, 2202 Woodbine Dr., Tallahassee 32303.
Henry Morrison Flagler Museum, Palm Beach 33480.
Jacksonville Chapter, NRHS, Box 8961, Jacksonville 32211. Newsletter, "The Milk Train."
Miami Chapter, NRHS, 460 E. 48th St., Hialeah 33013. Newsletter, "The Southern Spike."
Palm Beaches Chapter, NRHS, 929 Andrews Rd., West Palm Beach 33405.
Tampa Bay Chapter, NRHS, 1201 Kapok Circle, Clearwater 33515. Newsletter, "The Orderboard."
Trains of Yesterday Museum (American RR. Equipment Assn.), Box 455, Hilliard 32046.

GEORGIA

Atlanta Chapter, NRHS, Box 13132, Atlanta 30324. Newsletter, "The Hot Box."
Augusta Chapter, NRHS, Box 4094, Martinez 30907. Newsletter, "Cinder Snapper."
Chattahoochee Valley Chapter, NRHS, 6113 Arnold Dr., Midland 31820.
Coosa Valley Chapter, NRHS, 208 Hospital Circle, Rome 30161.
Six Flags Over Georgia, Box 43135, Atlanta 30336. 1m of 36" steam.
Southeastern Ry. Museum. (Contact Atlanta, NRHS.)
Stone Mt. Scenic RR., Box 447, Stone Mountain 30083. 5m of std. steam.

HAWAII

Bishop Museum, 1355 Kalihi (P.O. Box 6037), Honolulu 96818.
Hawaii Chapter, NRHS, Box 11126, Honolulu 96814. Newsletter, "Akahele I Ke Kaa'Ahi."
Lahaina, Kaanapali & Pacific RR., c/o Makai Corp. Makapuu Point, Oahu 96795. 12m of 36" steam.

ILLINOIS

Blackhawk Chapter, NRHS, Box 455, Aurora 60507. Newsletter, "Spike & Tie" and "Railhead."
Central Electric Railfans Assn., Box 503, Chicago 60690. Newsletter, Books. (See this month's "Interesting Railfan.")
Central Illinois RR. Club, John A. Morris, sec., 104 Eisenhower Dr., Bloomington 61701.
Chicago Great Western Hist. and Tech. Society, Randy Garnhart, 2931 Northmoor Dr., Rockford 61109. Newsletter.
Danville Jct. Chapter, NRHS, 1116 Saratoga Dr., Danville 61832. Newsletter, "Danville Flyer."
Electric Ry. Hist. Society, Box 3305, Chicago 60654. Newsletter.
Erie Railfan Society, Box 733, Evanston 60204. Newsletter. (Erie-DL&W-EL).
GM&O Hist. Society, Northern Div., Robert Schramm, 317 Pleasant Ridge Rd., Caseyville 62233. Newsletter pending.
Illinois Ry. Museum, c/o H. Hansen, 432 Wing Park Blvd., Elgin 60120 (at Union).. 3m of std. steam, diesel, elec.
Illini RR. Club, c/o Ed Wotjas, CRI&P RR., 139 W. Van Buren St., Chicago 60605.
La Salle County Hist. Society, Box 577, Ottawa 61350. Collection of steam and elec. locos.
Lexington Group, School of Business, Northwestern Univer., Evanston 60201. Newsletter.
Midwest Ry. Hist. Society, 2214 N. Monticello Ave., Chicago 60647. Newsletter.
Monticello & Sangamon Valley Ry., Box 185, Monticello 61856. 3m of std. steam.
Museum of Sciences and Industry, 57th St. and South Lake Shore Dr., Chicago 60637. Railroad exhibits.
Northwestern Illinois Chapter, NRHS, Rockford 61105. Newsletter, "Northwestern Limited."
Overhead and Third Rail Ry. Museum, 9124 Tripp Ave., Skokie 60076.
Overland Chapter, NRHS, 1412 12th St., Moline 61265. Newsletter, "Prologue."
Railroad Club of Chicago; Vince Quayle, editor, 1318 N. LaSalle St., Chicago 60610. Newsletter.
Railfan Activist Movement, 10700 S. Seeley Ave., Chicago 60645.
River Bend Railfan Club, c/o Robert L. Decker, 1720 4th St., Moline 61265.
Railway & Loco. Hist. Soc., Chicago Chapter, Donald R. Davis, Sec., 1945 Everett St., Blue Island 60406.
Sauk Trail Line, c/o Thompson Farms, Monee 60449. ¼m of std. steam.
National Assn. of Timetable Collectors, c/o James Prokes, 7850 S. Kenneth, Chicago 60652.
20th Century RR. Club, 1070 S. Seeley Ave., Chicago 60643. Newsletter.

IDAHO

No known railfan clubs in Idaho, but railroad equipment is on display in Boise, Lewiston, Nampa, Pocatello.

INDIANA

Fort Wayne RR. Hist. Soc., Box 9082, Fort Wayne 46809. NKP 2-8-4 display, excursions.
Gary Hist. Soc., c/o Gary Parks Dept., City Hall, Gary 46301. EJE 2-8-2 display.
Indiana Museum of Transport and Communication, Box 83, Noblesville 46060. Newsletter.
Indiana Ry. Museum, Box 258, Greenburg 47240.
Indianapolis Chapter, NRHS, 6376 N. Parker, Indianapolis 46220. Newsletter, "Hoosier Lines."
La Porte County Hist. Steam Society, 2940 Mt. Claire Way (Long Beach), Michigan City 46360. (LaPorte County Fairground.) 2½m of 24"-36" dual gage steam.
Nickel Plate Road Hist. & Tech. Society, Box 9254, Fort Wayne 46809. Newsletter.
Northern Indiana Ry. Soc., 50815 N. Michigan, South Bend 46637. Newsletter.
624 Railroad Club, 249 Lawndale, Hammond 46324. NKP 2-8-2 display.

IOWA

The Camerail Club, Joel S. Boucher, sec., 3031 4th Ave., Council Bluffs 51501. (meetings in Omaha Neb.) Newsletter, "The Mixed Train."
Cedar Valley Railfans Assn., 1610 Jefferson, Waterloo 50702.
Iowa Chapter, NRHS, Box 1225, Cedar Rapids 52406. Newsletter, "The Switch Lamp."
Iowa Ry. Hist. Museum, c/o Elmer R. Carr, 1510 Silverwood Dr., Ottumwa 52501.
Midwest Central RR., Box 102, Mount Pleasant 52641. Museum. 1m of 36" steam (std. trolley).
The Milwaukee Road Railfans Assn., Jack Ellis, sec. 340 W. 8th Ave., Marion 52302. Newsletter, "The Milwaukee Railroader."
Narrow Gauge Society, Box 655, Waterloo 50704.

KANSAS

Burlingame Ry. Museum, Burlingame 66413.
Smoky Hill Ry. & Hist. Society, Box 124, Shawnee-Mission 66201. Newsletter. Museums at Ottawa and at 2nd and Wayandotte in Kansas City, Mo.
Southwest Kansas RR. Club, Box "E", Liberal 67901. Newsletter.
Topeka Chapter, NRHS, 2713 McAlister, Topeka 66614. Newsletter, "Sparks."
Wichita Chapter, NRHS, 3316 Countryside, Wichita 67219. Newsletter, "The Dispatcher." (Great Plains Ry. Museum.)

KENTUCKY

Bluegrass RR. Club, c/o Carl Atkins, 1821 Gettysburg Rd., Lexington 40504.
Cumberland Falls Scenic RR., Rural Delivery, Parkers Lake 42634. 2½m of std. steam.
Kentucky Ry. Museum, Box 295, Louisville 40201. Museum.
Louisville Chapter, NRHS, c/o Alex Rose, 400 Marion E. Taylor Bldg., Louisville 40202. Newsletter, "Chapter Chatter."
N. American Trackless Trolley Assn., 1042 Bardstown Rd., Louisville 40202. Newsletter.
Owensboro Chapter, NRHS, 1908 Cecelia Court, Owensboro 42301.

LOUISIANA

New Orleans Chapter, NRHS, Box 4355, New Orleans 70178. Newsletter, "Open Track."
N.O. Trolley Club, c/o Earl Hampton, 2831 Constance, New Orleans 70115.
South East Louisiana Chapter, NRHS, c/o Michael Christensen, 404 Maxine Dr., Baton Rouge 70808. Newsletter, "The Crimson Flyer."

MAINE

Boothbay Ry. Museum, Box 123, Boothbay 04537. 1½m of 24" steam.
Railroad Enthusiasts, Portland Div., (The 470 Railroad Club), Box 641, Portland 04104. Newsletter, "The 470."
Seashore Trolley Museum (NEERHS) Kennebunkport (See New Hampshire listing for mail address).

MARYLAND

B&O Transportation Museum, Mt. Clare Shops, Pratt and Poppleton Streets, Baltimore 21223.
Baltimore Chapter, NRHS, 2107 N. Charles St., Baltimore 21218. Newsletter, "Interchange."
Baltimore Streetcar Museum, Box 7184, Baltimore 21218. Newsletter. ¾m of 5'4½" electric.
National Capitol Trolley Museum, Box 5795, 20014 (at Wheaton, Md). 1.2m of std. electric.
Railroad Enthusiasts, Chesapeake Div., Box 548, Laurel 20810. Newsletter.
Western Md. Ry. Hist. Society, Union Bridge 21791. Newsletter.

MASSACHUSETTS

Boston Chapter, NRHS, 163 Moffat Rd., Waban 02168. Newsletter, "Steel Wheels."
B&M Railroad Hist. Society, Box 302, Reading 01867. Newsletter.
Boston Street Ry. Assn., Box 102, Cambridge 02138. Newsletter.
Cape Cod Chapter, NRHS, 402 N. Main St., South Yarmouth 02664.

Central Vermont Photo and Model Club, 216 Pevear Bldg., 113 Munroe St., Lynn 01901.
Edaville RR., Box 7, South Carver 02566. 5½m of 24" steam.
Railway & Loco. Hist. Soc., Kresge Hall, Harvard Business School, Boston 02163. Publications.
Railroad Enthusiasts, Mass. Bay Div., Box 136, Ward Hill 01830. Newsletter, "The Call Boy."
American Vecturist Assn., Post Office Box 1204, Boston 02104. Membership-Newsletter, "The Fare Box." (A Vecturist is a collector of transportation tokens.)

MICHIGAN

Ann Arbor Train and Trolley Watchers, c/o Sam Breck, Jr., 306 Westwood, Ann Arbor 48103. Newsletter.
Greenfield Village RR., Henry Ford Museum, 20900 Oakwood Blvd., Dearborn 48121. 2½m of std. steam.
Mich. RR. Club, Box 586, Dearborn 48121. Newsletter.
M.S.U. Railroad Club, M.S.U. Museum, East Lansing 48823. Newsletter.
Mich. United Traction Club, c/o Harry Erkfitz, 8911 Seminole Ave., Detroit 48239. Newsletter, "Electricues."
Mid-Mich. Chapter, NRHS, 806 Lincoln Ave., Lansing 48910.
West Michigan Chapter, NRHS, Box 9073, Wyoming 49509. Newsletter, "The Waybill."

MINNESOTA

Minnesota Transportation Museum, Box 1300, Hopkins 55343. Newsletter, "Minnezagette." 1m of std. electric.
Lake Superior Museum of Transportation and Industry, 817 Upham Rd., Duluth 55811.
Northstar Chapter, NRHS, 2660 Roth Pl., White Bear 5110. Newsletter, "Northstar News."

MISSISSIPPI

Casey Jones Chapter, NRHS, 1106 S. Lamar, Oxford 38655.
GM&O Hist. Society, Southern Region, Art Richardson, sec., Box 5214, Jackson 39216.
Military Ry Service Veterans, Box 1285, Vicksburg 49180. Newsletter.
Mississippi Great Southern Chapter, NRHS, 306 Bay St., Hattiesburg 39401.

MISSOURI

American Assn. of Railroaders, 3422 Osage St., St. Louis 63118.
Kansas City Chapter, NRHS, 5605 Strathbury Dr., Kansas City 64151. Newsletter, "The Local."
Kansas City RR. Museum, 3rd St. and Delaware, Kansas City 64110. (See Smoky Hill Ry. & Hist. Soc. under Kansas listing.)
Mid-Missouri Railfans, Paul Schmidt, sec., 503 S. Garth Ave., Columbia 65201. Newsletter.
National Museum of Transport, Barretts Station Rd., St. Louis 63122.
Ozark Chapter, NRHS, 1072 E. Commercial St., Springfield 65803.
Railroad Enthusiasts, St. Louis Div., E. A. Zwart, 1528 Lowst St., St. Louis 63103.
St. Louis Chapter, NRHS, Albert L. Howe, director, 31 York Dr., St. Louis 63144. Newsletter, "Gateway Railetter."
Wabash, Frisco & Pacific Assn., Box 44, Glencoe 63038. Newsletter. (Narrow-gage construction promotion.)

MONTANA

Northern Pacific Hist. and Tech. Society, c/o Tom Hovland, Box 20782, Billings 59102 (being organized).

NEBRASKA

Buffalo Bill Ranch RR., North Platte 69101, 3 miles now under construction, 1974.
The Camerail Club, (meetings in Omaha, Neb.), Joel S. Boucher, sec., 3031 4th Ave., Council Bluffs 51501. Newsletter, "The Mixed Train."
Cornhusker Chapter, NRHS, 3350 Dudley St., Lincoln 68503.
Lincoln Railfan Club, 400 S. 43rd St., Lincoln 68510. Newsletter.
Morse Telegraph Club, Inc., 712 S. 49th St., Lincoln 68510. Membership in various chapters.
RR. Station Hist. Society, 430 Ivy Ave., Crete 68333. Newsletters, "The Bulletin" and "RSHS Monograph."

Newly acquired from the Copper Range Railroad, 1947 Baldwin DS-4-4-1000 No. 100 gets its trucks changed March. '74, just prior to operations on New Hope & Ivyland in quaint Bucks County, Pa.

Brian Woodcock, 203 Moley Lane, Chadds Ford, Pa. 13917

NEVADA

Eagle Territory RR. Museum, Carson City 89701.
Virginia & Truckee Museum, Nevada State Heritage Assn., Box 1522, Carson City 89701.

NEW HAMPSHIRE

Henniker RR. Museum, Henniker 03242.
Mt. Washington Ry. Co., Mt. Washington 03589. Cog, 4'8", steam at Fabyan.
New England Elec. Ry. Hist. Soc., 4 E. Union St., Goffstown 03045. Newsletter. (Seashore Trolley Museum, Kennebunkport, Me.)
Railroad Enthusiasts, Lakes Region Div., R.C. Libby, president, 24 Glendon St., Wolfeboro 03894.
White Mt. Central RR, Box 1, North Woodstock 03262. 2m of std. steam.
Wolfeboro Rail Road Co., R.D. 1, Wolfeboro 03894. 12m of std. steam, common carrier and tourist line.
Suncook Valley RR. Hist. Soc., c/o Harry A. Frye, Box 66, Suncook 03275.

NEW JERSEY

Black River & Western RR., Box 83, Ringoes 08551. 24m of std. steam, common carrier and tourist line.
High Iron Co., Box 200, Lebanon 08833. Steam excursions.
NYO&W Technical and Hist. Society, Box 405, Franklin Lakes 07417. Newsletter.
N.J. Museum of Transportation, Allaire 07727. ¾m of 36" steam.
North Jersey Chapter, NRHS, 342 W. 5th Ave., Roselle 07203. Newsletter, "The Marker Lamp."
Pine Creek RR. (See New Jersey Museum of Transp.)
RR. Enthusiasts, Inc., Box 3, Methuen 01844. Publications. (various divisions.) Mass. address.
Railroadians of America, c/o H.L. Tilton, 761 W. Inman Ave., Rahway 07065.
SP&S Technical Society, 95 Smull Ave., West Caldwell 07006. Newsletter, "The Dope Bucket."
Tri-State Chapter, NRHS, 12 Fourth St., Dover 07801. Newsletter, "The Block Line."
Trolley Valhalla, Box 41, Jobstown 8041. ¼m of std. and 5'2½" electric.
The 2651 Society, 756 Bryant St., Rahway 07065.
West Jersey Chapter, NRHS, Box 101, Oaklyn 08107. Newsletter, "Crew Caller."

NEW MEXICO

Cumbres & Toltec Scenic RR., Box 789, Chama 87502. 64m of 36" steam.
Narrow Gauge RR. Assn., Box 4566, Station A, Albuquerque 97106. Newsletter, "The Telltale."
RR. Club of New Mexico, Box 4293, Station A, Albuquerque 87106. Newsletter, "The New Mexico Railroader" (irregular publication).

NEW YORK

Arcade & Attica RR., 278 Main St., Arcade 14009. 15m of std. steam, common carrier and tourist line.
Buffalo Chapter, NRHS, 111 Coronation Dr., Snyder 14226. Newsletter, "The Empire State Express."
Busch Woodlands and Museum, Leatherstocking Line, Box 392, Cooperstown 13326. 1m of 36" steam.
Capital District RR. Club, RD 1, Altamont 12009.
Central N.Y. Chapter, NRHS, Martisco Station restoration, Marcellus 13108. Newsletter, "The Green Block."
Cooperstown & Charlotte Valley Ry., 1 Railroad Ave., Cooperstown 13326. 16m of std. steam.
Electric Railroaders Assn., 145 Greenwich St., New York 10006. Newsletter, "Headlights."
Electric Railroaders Assn., New York Div., G.P.O. Box 1892, New York 10001. Newsletter, "N.Y. Div. Bulletin."
Empire State Ry. Museum, Box 632, White Plains 10602.
Great North East RR. Foundation, Box 594, Schenectady 12301.
Harlem Valley RR. Club, c/o Charles F. Klimek, R.D. 1, Ghent 12075. Newsletter, "The Dispatcher."
Livonia, Avon & Lakeville RR., Livonia 14487. 23m of std. steam.
Long Island-Sunrise Trail Chapter, NRHS, 75 Parkwood Rd., West Islip 11795. Newsletter, "The Semaphore."
Mohawk and Hudson Chapter, NRHS, 350 Manning Blvd., Albany 12206. Newsletter, "The Callboard."
N.Y. Chapter, NRHS, Herbert G. Frank Jr., director, 655 E. 14th St., 5A, New York 10009. Newsletter, "Flashes & Ashes."
Northern N.Y. Chapter, NRHS, Box 97, Brownville 13615.
Northern RR. Assn., General Delivery, Potsdam 13676 Museum.
Ontario & Western Chapter, NRHS, Box 713, Middletown 10940. Newsletter, "O&W Observer."
PC-6 Club, c/o Mike Yuhas, 103 Jefferson Ave., Port Jefferson 11777. Newsletter (Long Island RR).
Poly RR. Club and Poly Rapid Transit Club, c/o Polytechnic Institute of N.Y., 333 Jay St., Brooklyn 11201.
Rail City Museum, Sandy Creek 13145 (near Syracuse). 1¼m of std. steam.
Railroad Buffs Assn., R.M. Epstein, 117-14 Union Turnpike, Kew Gardens 11415.
Railway Loco. Hist. Soc., N.Y. Chapter, Box 434,

G.C. Sta., New York 10017. Newsletter, "News & Program."
Railroad Enthusiasts, N.Y. Div., Post Office Box 1318, G.C. Sta., New York 10017. Newsletter, "The Bulletin."
Rochester Chapter, NRHS, Box 3091, Rochester 14614. Newsletter, "The Semaphore."
Skaneateles RR. Hist. Society, Skaneateles 13152.
Tourist Railroad Assn., Inc. (TRAIN), Suite 2612, 350 Fifth Ave., New York 10001.
Wharton Valley RR. Museum, c/o Emerson Buel, Lock Box 28, Burlington Flatts 13315.

NORTH CAROLINA

East Carolina Chapter, NRHS, 309 N. Contentnea St., Farmville 27828. Newsletter, "Tarheel Telegrapher."
Piedmont Carolinas Chapter, NRHS, c/o David O. Dunn, 6836 Park Rd., Charlotte 28210.
Railroad House Hist. Assn., Box 219, Sanford 27330.
Raleigh RR. Club, c/o Wiley M. Bryan, Post Office Drawer 25186, Raleigh 27611.
Tweetsie Railroad, Box 277, Blowing Rock 28605. 3m of 36" steam.
Warren County Chapter, NRHS, Box 146, Warrenton 27589. Newsletter, "The Newsletter."
Winston-Salem Chapter, NRHS, Box 5857, Winston-Salem 27103. Newsletter, "The Rail."

NORTH DAKOTA

Red River Valley Chapter, NRHS, 1726 S. 7th St., Fargo 58102. Newsletter, "The Red River."

OHIO

Akron RR. Club, 1st Federal Savings Bldg., 2770 W. Market, Akron 44303.
Cedar Point & Lake Erie RR., Box 759, Sandusky 44870. 1½m of 36" steam.
Cincinnati Chapter, NRHS, 932 Winsray Court, Cincinnati 45224. Newsletter, "The Cincinnatian."
Cincinnati RR. Club, c/o Daniel Carter, 9886 Lorelei Dr., Cincinnati 45231. Newsletter, "Headlights and Markers."
Cleveland RR. Club, 3661 Rawnsdale Rd., Shaker Heights 44122. Newsletter.
Conneaut Chapter, NRHS, Box 643, Conneaut 44030. Newsletter, "The Semaphore."
Delta Nu Alpha, 15017 Detroit Ave., Cleveland 44107. Newsletter. Professional transportation fraternity.
Hocking Valley Scenic Ry., 2366 Shrewsbury Rd., Columbus 3221 (at Nelsonville). 14m of std. steam.
Mahoning Valley Chapter, NRHS, 1125 Trumbull Ave. S.E., Warren 44484.
Midwest Chapter, NRHS, c/o Frederic Klein, 23724 Lorain Rd., North Olmsted 44070.
Northern Ohio Ry. Museum, Box 29265, Cleveland 44129.
Ohio Railway Museum, Box 171, Worthington 43085. 10m of std. steam and electric.
Postmark Collectors Club, c/o H.H. Harrington, Box 87, Warren 44482. Newsletter.
Toledo, Lake Erie & Western RR., 1008 Eton Rd., Toledo 43615. 16m of std. steam.
Toledo Morse Telegraph Club, George C. Secrist, 102½ Rosalind Pl., Toledo 43610. Newsletter, "Brass Pounders Gossip."
Trolleyville USA, 7100-B Columbia Rd., Olmsted Falls 44138 (near Cleveland), 2½m of std. electric.

OKLAHOMA

Central Okla. Chapter, NRHS, 9709 N. Classen Blvd., Oklahoma City 73114. Newsletter, "The Dispatcher."
Northern Okla. Chapter, NRHS, Box 1131, Woodward 73801.
Northwestern Okla. RR., Box 1131, Woodward 73801. 3½m of std. diesel, common carrier and tourist line.

OREGON

Oregon Electric Ry. Hist. Soc., Star Rte. Box 1318, Glenwood 97120. 1m of std. electric.
Oregon, Pacific & Eastern Ry., 101 S. 10th St., Cottage Grove 97424. 18m of std. steam and diesel, common carrier and tourist line.
Pacific Northwest Chapter, NRHS. Union Station, Room 1, Portland 97209. Newsletter, "The Trainmaster."
Pacific Northwest Live Steamers, 1425 S.E. Flavel St., Portland 97202.
Portland Zoo Ry., 4001 S.W. Canyon Rd., Portland 97221. 4m of 30" steam and gasoline.
Railroad Town USA, Box 621, Cottage Grove 97424, incl. National RR. Hall of Fame.
Willamette Pacific Chapter, NRHS, 1969 Villard St., Eugene 97403. Newsletter, "Crummy Review."

PENNSYLVANIA

Allegheny Portage RR., National Park Service, West. Penna. Group, Box 247, Cresson 16630. National historic site.
(E.P.) Alexander RR. Museum, Box 333, Yardley 19068.
Arden Trolley Museum, Pa. Ry. Museum Assn., Box 832, Pittsburgh 15230. (Washington, Pa.) 1m of std. 5'2½" steam, diesel, electric.
Bucktail Chapter, NRHS, 127 Parkway Rd., St. Marys 15857.
Carroll Park & Western RR., Carroll Park, Bloomsburg 17815. 2m of 48" steam.
Central Penna. Chapter, NRHS, c/o Charles Winslow, R.D. 2, Lewisburg 17837.
Cumberland Valley Chapter, NRHS, 132 N. 6th St., Chambersburg 17201. Newsletter, "The Pioneer."
Deltiologists of America, 318 Roosevelt Ave., Folsom 19033. Newsletter. (Railroad postcard section)
East Broad Top RR., Rockhill Furance 17249. (Orbisonia). 10m of 36" steam.
Harrisburg Chapter, NRHS, Box 57, Shippensburg 17257. Newsletter, "The Bulletin."
Hawk Mt. Chapter, NRHS, 726 Thorn St., Reading 19601. Newsletter, "The Hostler."
Horseshoe Curve Chapter, NRHS, Box 1361, Altoona 16603. Newsletter, "The Coal Bucket."
Lackawanna & Wyoming Valley Chapter, NRHS, Box 211, West Pittston 18643.
Lake Shore Chapters, NRHS, Box 571, North East 16428. Newsletter, "The Lake Shore Timetable."
Lancaster Chapter, NRHS, 324 W. Fritz Ave., Quarryville 17566. Newsletter, "Lancaster Dispatcher."
Lehigh Valley Chapter, NRHS, 530 Cleveland St., Allentown 18103. Newsletter, "Lehigh Lines."
Metropolitan Phila. Ry. Assn., Box 7285, Philadelphia 19101. Newsletter.
Mobile Post Office Soc., c/o Stanley D. Triplett, Box 17, Brockway 15824. Newsletter, "Transit Postmark Collector."
National Ry. Hist. Soc., Box 2051, Philadelphia 19103. Magazine, "The Bulletin." (See individual chapter listings.)
New Hope Chapter, NRHS, 1061 Beverly Rd., Jenkintown 19046.
New Hope & Ivyland RR., 32 W. Bridge St., New Hope 18938. 14m of std. steam, common carrier and tourist line.
N.Y. Central Historical Society, Charles M. Smith, 3 Princeton Rd., Strafford-Wayne 19087.
Northwestern Penna. Elec. Traction Assn., c/o Kenneth Springirth, 4720 Cliff Dr., Erie 16511.
Penna. Research and Info. Foundation, 515 Miranda Rd., Pittsburgh 15241. Newsletter (Penn Central.)
Penn View RR., R.D. 1, Blairsville 15717. 4½m of std. steam.
Phila. Chapter, NRHS, Box 7302, Philadelphia 19101. Newsletter, "Cinders."
Pittsburgh Chapter, NRHS, 156 W. Patty Lane, Monroeville 15146. "Keystone Newsletter."
Pioneer Coal Mine Tunnel RR., 19th and Oak Sts., Ashland 17921. 1½m of 42" steam.
Pottstown Chapter, NRHS, 274 Prospect St., Pottstown 19464. Newsletter, "The Colebrookdale Local."
Railroad Museum of Penna., (Penna. Hist. & Museum Commission), Box 1026, Harrisburg 17108. (Museum at Strasburg.)
Railways to Yesterday, Inc., 328 N. 28th St., Allentown 18104. Newsletter, "The Trolley Museum Reporter."
Shade Gap Electric Ry. (See Railways to Yesterday, Inc.) 2m of std. electric at Orbisonia.
South Penn Hist. Ry. Museum, Inc., Box 622, Bedford 15522.
Steam Heritage Corp., 305 Wordsworth Ave., Altoona 16602. (See South Penn Hist. Ry. Museum)
Strasburg Rail Road, Box 96, Strasburg 17579. 9m of std. steam. (Common carrier and tourist line.)
Susquehanna Valley Chapter, NRHS, 831 Lombardy Dr., Lansdale 19446. Newsletter, "Feedwater Heater."
The Voicespondence Club, Box 207, Shillington 19607. Newsletter, "The Voicespondent." Tape exchange club incl. several rr divs.
Wanamaker, Kempton & Southern RR., Box 24, Kempton 19529. Newsletter, "All Aboard." 6m of std. steam.
Williams Grove Steam Engine Assn., c/o George F. Fawber, 511 16th St., New Cumberland 17070. Newsletter.
York Chapter, NRHS, Rte. 3, Box 205, Spring Grove 17362.

PUERTO RICO

Ferrocarril Historico de Puerto Rico, Condomino Playa Grande 16-B, Taft St. No. 1, Santurce 00911. 12m of meter (39.37") steam at Fajardo.

RHODE ISLAND

Narragansett Bay Chapter, NRHS, 110 Fisk St., Providence 02905. "Narragansett Newsletter."

SOUTH CAROLINA

Charleston Chapter, NRHS, Box 12331, Charleston 29412. Newsletter, "The Best Friend."
Lancaster & Chester Park RR., Springs Park, Lancaster 29720. 1000' of 18" steam.

SOUTH DAKOTA

Black Hills Central RR., Box 1880, Hill City 57745. 32m of std. steam. Museum with n.g. equipment at Custer.
Prairie Village, Box 256, Madison 57042. Fairground loop, 24" of steam.

TENNESSEE

Casey Jones Museum, Box 342, Jackson 38301.
Clinchfield RR., Excursion Train Dept., 299 Nolichuckey Ave., Erwin 37650. Class I common carrier with seasonal operations.
East Tennessee Chapter, NRHS, 1412 Meadowbrook Dr., Johnsonville 37601.
Goldrush Junction RR., Box 186, Pigeon Forge 37862. 5m of 36" steam.
Memphis Chapter, NRHS, Box 896, Memphis 38101. Newsletter, "Loco News."
Nashville Chapter, NRHS, 3708 Hillsboro Rd., Nashville 37215. Newsletter, "The Nashville Flyer."
Old Smoky Chapter, NRHS, Box 601, Knoxville 37901. Newsletter, "R.P.O."
Tennessee Valley Chapter, NRHS, Box 5263, Chattanooga 37406. Newsletter, "Smoke and Cinders.'
Tennessee Valley RR. Museum, Chattanooga. 3m of std. steam (Museum). Write Tennessee Valley, NRHS.

TEXAS

Age of Steam RR. Museum, J.G. Wildhagen, 3560 Flagstone Lane, Dallas 75240.
Gulf Coast Chapter, NRHS, Box 457, Houston 77001. Newsletter, "Gulf Coast Railroading."
San Antonio Chapter, NRHS, 2626 McCullough Ave., San Antonio 78210.

South Texas RR Hist. Soc., c/o J. Ralph Hickey, 3217 Lawnview St., Corpus Christi 78404.
Southwest RR. Hist. Soc., c/o Charles Mizell Jr., 6623 Santa Fe Ave., Dallas 75223. Newsletter.
Texas RR. Museum, Weatherford 76086.
Texas Transportation Museum, Box 6495, San Antonio 78208. 8m of std. steam and diesel. (Balcones & Hill Country RR. at Georgetown.)
Trinity Valley RR. Club, Box 6743, Fort Worth 76119. Newsletter.

UTAH

Corinne RR. Museum, Corine 84307.
Promontory Chapter, NRHS, 2230 Texas St., Salt Lake City 84109. Newsletter, "Golden Spike."
Wasatch Mt. Ry., Box 69, Heber City 84032. 22m of std. steam, museum. (See Mike Eagleson's "In Search of Steam.")

VERMONT

Champlain Valley Chapter, NRHS, Box 816, Burlington 05401. Newsletter, "The Shortline."
Island Pond Hist. Soc., Island Pond 05846. Newsletter. (Grand Trunk lines.)
Rutland RR. Hist. & Tech. Soc., c/o Philip R. Jordan, Box 403, Manchester Center 05255.
Shelburne Museum, Shelburne 05482.
Steamtown Foundation, Box 71, Bellows Falls 05101. 22m of std. steam.
Vt. RR. Museum, U.S. Rte. 5, East Ryegate 05042. 1200′ of std. gas.

VIRGINIA

Blue Ridge Chapter, NRHS, Rte. 4, Box 172, Madison Heights 24572. Newsletter, "The Ridgerunner."
Dry Gulch Jct. RR., Star Rte. Delivery, Wytheville 24382. 2m of std. steam.
Old Dominion Chapter, NRHS, Box 8583, Richmond 23226. Newsletter, "Highball."
Potomac Chapter, NRHS, 501 S. Royal St., Alexandria 22314. Newsletter, "Potomac Rail News."
Roanoke Chapter, NRHS, Box 681, Roanoke 24004. Newsletter, "Turntable Times."
Roanoke Transportation Museum (Wasena Park), c/o Dept. of Parks and Recreation, 714 13th St. S.W., Roanoke 24016.
Tidewater Chapter, NRHS, Box 7185, Midtown Station Portsmouth 23703. Newsletter, "Raildom."
Winchester Chapter, NRHS, Box 282, Winchester 22601. Newsletter, "High Iron."

WASHINGTON

Camp Six Logging Exhibit, Point Defiance Park, Tacoma 98407. 1½m of std. steam.
Inland Empire Chapter, NRHS, 3528 W. Walton Ave., Spokane 99205. Newsletter, "The Yard Bull."
Lake Whatcom Ry., Wickersham Station, Sedro Wooley 98285. 9m. of std. steam.
Northwest Railfan Group, c/o Will Davis, 7653 151st Ave. N.E., Redmond 98052.
Puget Sound Live Steamers, c/o Everett Arnes, Rte. 4, Box 530-A, Sedro Wooley 98284.
Western Wash. Live Steamers, c/o Joe Hyland, Box 898, Auburn 98002.
Puget Sound Ry. Hist. Assn., Box 3801, Seattle 98124. Newsletter, "The Sounder," at Snoqualmie Falls.
Tacoma Chapter, NRHS, Box 340, Tacoma 98401. Newsletter, "The Train Sheet."

WEST VIRGINIA

Cass Scenic RR., Cass 24927. 22m of std. steam.
C&O Hist. Soc., Box 417, Alderson 24910. Newsletter.
Collis P. Huntington Chapter, NRHS, Box 271, Huntington 25707. Newsletter, "The Golden Gazette."

WISCONSIN

American Topical Assn., 3306 N. 50th St., Milwaukee 53216. Stamp collecting, incl. rr div.
C&NH Hist. & Tech. Soc., c/o Joseph Follmar, Rte. 2, Box 54, Amherst 54406.
Circus World Museum, Baraboo 53913. Exhibits include rr. cars.
East Troy Trolley Museum, Box 726, East Troy 53120. (See WERHS listing.) 10m of std. electric.
Green Bay & Western Tech. & Hist. Soc., Box 444, Plover 54467. Newsletter.
Kettle Moraine Ry., 2430 Rockway Lane East, Brookfield 53005. 7m of std. steam at North Lake.
Laona Northern Ry., Laona 54541. 17m of std. steam, common carrier and tourist line.
Mid-Continent Ry. Museum, Box 55, North Freedom 53951. Newsletter. 9m of std. steam.
National RR. Museum, 205 E. Walnut St., Green Bay 54301.
RR. Club of Chicago, Don Kotz, president, 530 61st St., Kenosha 53140. Newsletter (See Illinois listing.)
RR. Record Club, Wm. Steventon, Hawkins 54530, sound recordings.
Riverside & Great Northern RR, c/o Sandley Light Ry. Equipment Works, Box 164, Wisconsin Dells 53965. 4m of 15″ steam.
Wisconsin Chapter, NRHS, 2129 S. 33rd St., Milwaukee 53215. Newsletter, "Sparks & Cinders."
Wis. Elec. Ry. Hist. Soc., Box 726, East Troy 53120. Newsletter.

WYOMING

No known rail clubs in Wyoming. Railroad equipment is on display in Cheyenne, Douglas, Evanston, Laramie, Lovell, Rawlins, Sheridan.

Canada

ALBERTA

Alberta Pioneer Ry. Assn., Box 6102, Station C, Edmonton T5B-4K5. Std. steam.

BRITISH COLUMBIA

Cowichan Valley Ry., 170 Craig St., Duncan. 1½m of 36″ steam.
Fort Steele Historic Park Ry., Fort Steele. 2½m of std. steam.
Victoria Pacific Ry., Box 1658, Victoria. 5m of std. steam.

MANITOBA

Prairie Dog Central RR., (See Vintage Loco Soc.), Winnipeg. 15m of std. steam.
Vintage Loco. Soc., Box 1182, Winnipeg R3C-2YR.

NOVA SCOTIA

Scotia RR. Soc., Box 798, Halifax. Newsletter, Maritime Museum.

ONTARIO

Can. Nat. Elec. Lines Hist. Group, Box 656, Oshawa L1H-7L9. Newsletter. (re: NS&T-OR-M&SC-StCTC-TS)
Halton County Radial Ry., Rockwood. 1½m of 4′ 10⅞″ electric. (See Ontario Elec. Ry. Hist. Assn.)
International Order of Train Order Collectors, c/o Bryant H. Barbour, 24 McMaster Ave., Dundas. Newsletter.
National Museum Science & Technology, St. Lawrence Blvd. and Russell Rd., Ottawa.
North Amer. Trackless Trolley Assn., Box 565, Oshawa L1H-7L9. Newsletter.
Ontario Elec. Ry. Hist. Assn., Box 121, Scarborough.
Ontario Rail, Inc., Box 64, Brampton. Newsletter.
Ottawa Valley Assn. of Railroaders, c/o Thomas Schwarzkopf, 168 Hawthorne Ave., Apt. 2, Ottawa 1. Newsletter, "The Interchange."
Pinafore Park RR., 477 Charlotte St., London N5W-4A5. 1m of 42″ steam at St. Thomas.
Transit Canada, C.H. Prentice, 30 Longwood Dr., Don Mills M3B-IT8 Ontario. Newsletter.
Upper Canada Ry. Soc., Box 122, Terminal A, Toronto M5W-1A1. Newsletter.

QUEBEC

Can. RR. Hist. Assn., Box 22, Station B, Montreal 110. Newsletter, "Canadian Rail."
Can. Ry. Museum, Box 148, St. Constant. Museum.
Laurentide Chapter, NRHS, 64 Strathearn Ave., Montreal West 263.
St. Lawrence Valley Ry Soc., Box 122, Station N, Montreal.

Canadian RR. Hist. Assn. branches: Calgary & South Western, c/o L.M. Unwin, 1727 23rd Ave. N.W., Calgary, Alta.; Ottawa, c/o W.R. Linley, Box 141, Terminal A, Ottawa, Ont.; Pacific Coast, c/o R.H. Meyer, Box 1006, Station A, Vancouver, B.C.; Rocky Mountain, c/o D.H. Scafe, 11220 73rd Ave., Edmonton, Alta. T6G OC6; Toronto and York Div., c/o P. Shergold, Box 5849, Terminal A, Toronto, Ont. MSW 1P3 B.C. Ry. Hist. Assn., Box 114, Victoria, B.C.

Also in Canada: Juan de Fuca RR. Club, Box 4093, Station A, Victoria, B.C.; West Coast Ry. Assn., Box 2790, Vancouver, B.C.; Bayview Ry. Museum Soc., Sarnia, Ont.; Forest City. Soc., c/o L. Carter, 1305 Norman Ave., London, Ont. N6K 2A1; and Musquodoboit Ry. Museum, c/o David E. Stephens, Musquodoboit Harbor, Nova Scotia BOJ 2LO.

(For the major part of this listing we are indebted to V. Allan Vaughan, vice president of the National Railway Historical Society and the great bunch at Overland Chapter of NRHS. Actually, it was compiled from many sources. Readers who find any inaccuracies or omissions should notify us for corrections in a future issue. Such designations as "10½m of steam" indicate the length of the line but do not necessarily mean that only steam power is used.)

Some of the railfans who helped in restoring White River Jct., Vt., station, admire work on June 20, '73. Amtrak's *Montrealer* and *Washingtonian* use depot.
Robert Redden, 113 Munroe, Lynn, Mass. 01901

Steam and juice in Rheine engine terminal. Hand bombers, like 2-10-0 No. 044 334-1, are not popular with the firemen.

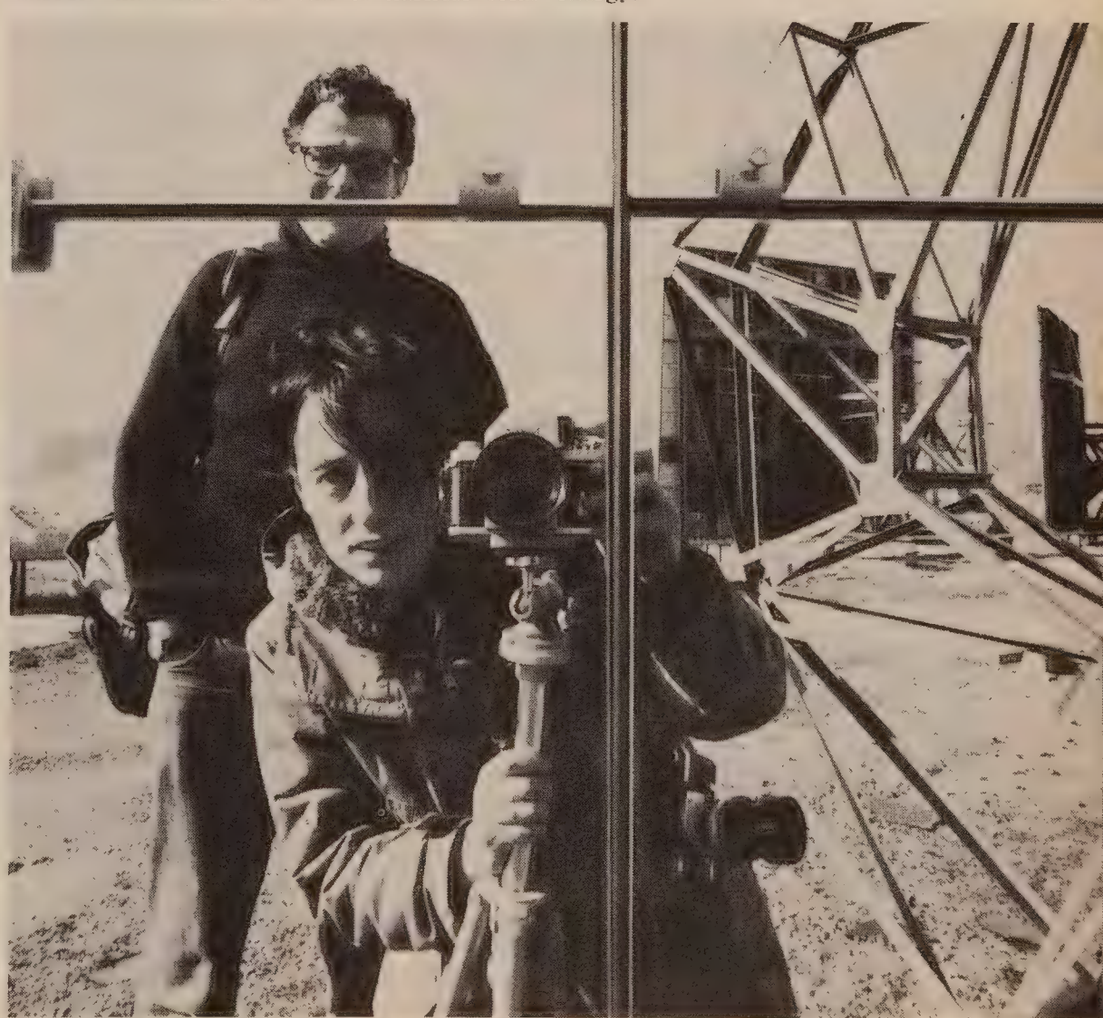
Symphony of smoke and steam at the Rheine engine terminal in West Germany. Hostler washes down the ash pit after visit by (foreground) Pacific while mighty 2-10-0, one of the largest steam locos still remaining in Germany, eases along.

IMPRESSIONS OF GERMAN STEAM

by MADELEINE de SINETY

Text matter by Daniel Behrman

Photographer-writer team: Madeleine de Sinety and Dan Behrman on assignment in Fort Romeu, France, at world's biggest solar furnace. Madeleine made this shot herself of their reflection in one of the 60 mirrors that beam the sun to harness solar energy.



PACIFICS, MIKES, AND 2-10-0'S IN SERVICE

AS YOU may remember, Madeleine de Sinety, this magazine's Parisian railfan photographer, caught a glimpse of West Germany's biggest engine terminal in 1973, with the results shown in *Railroad* last November.

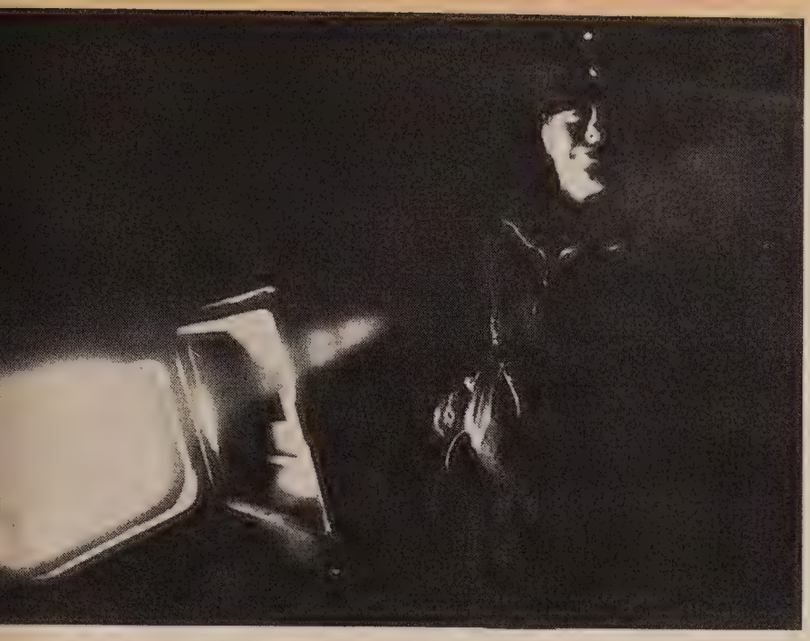
Returning there recently, she found that the Rheine terminal was still home for 73 oilburning steamers as well as 14 coalburners that had been rushed in when the flow of Arabian oil slackened. The stable included a dozen Pacifics still in passenger service, 35 Mikados, and 40 2-10-0's for the heavy freight work.

The line's main traffic is iron ore that comes by ship from Sweden to the North Sea port of Emden. Doubleheaded on 4,000-ton ore drags, 2-10-0's chug through flat North German countryside to Rheine, where electric engines take the ore to the Ruhr steel mills.

The German National Railways actually encourage visitors to Rheine. You pay only about 50 cents insurance for the right to wander around the terminal. At the station you can buy a booklet issued by local railfans. It lists all steam trains on the line and suggests vantage points for photographing them.

The terminal is seldom still. Big 2-10-2's slide almost quietly onto the turntable; a high-wheeled Pacific waiting to take on fuel oil pops her safety valve. A Mike lays down a fog through which the engines move like ghosts. Day and night the show goes on. It will be another five years or so before steam vanishes from the rails of West Germany.

"New" Harvey House girl, West German style. Waitress at the Rheine locomotive terminal beanery relaxes during her break.

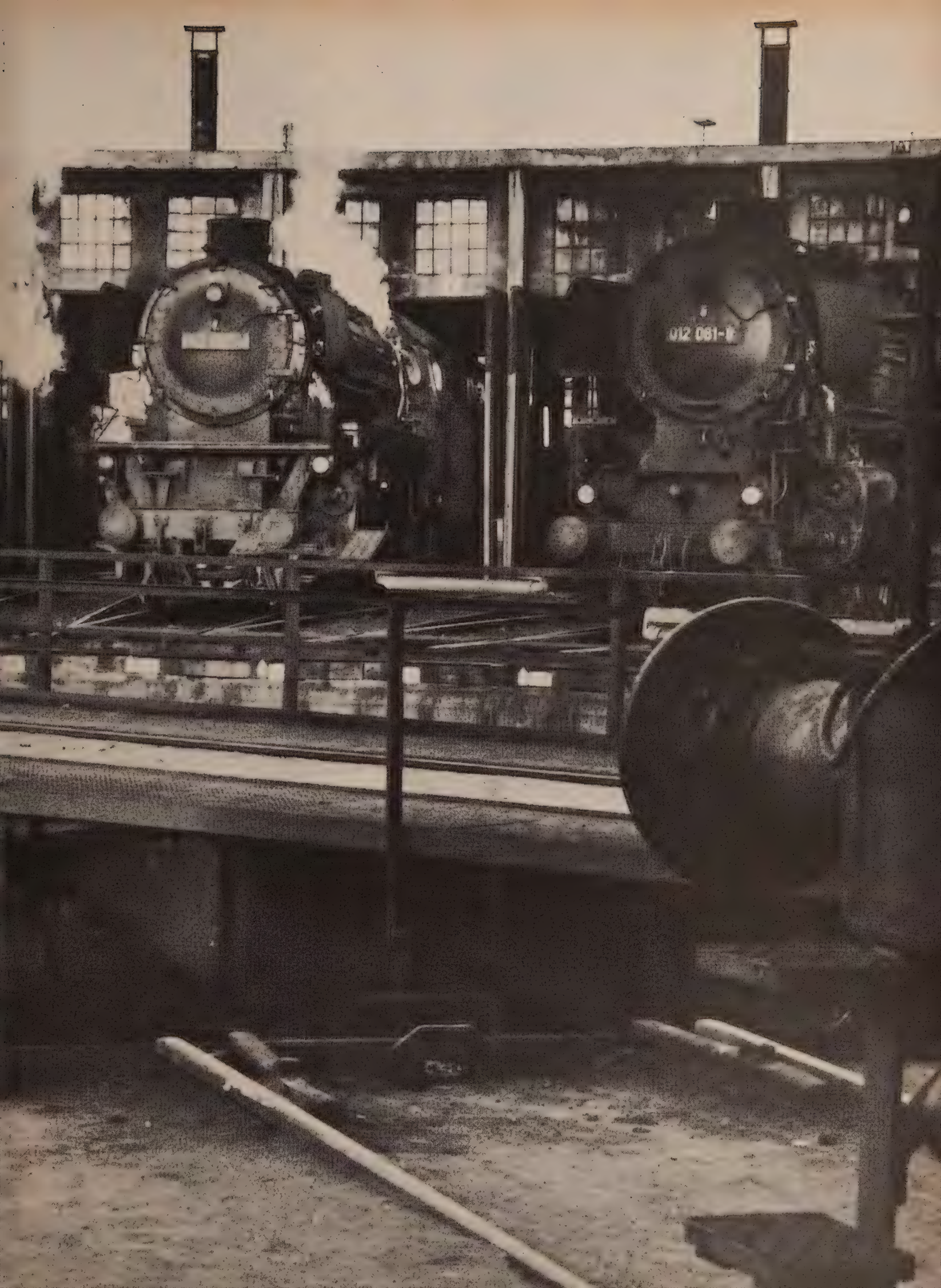


Hostler braves searing heat of oilburning Pacific's firebox.

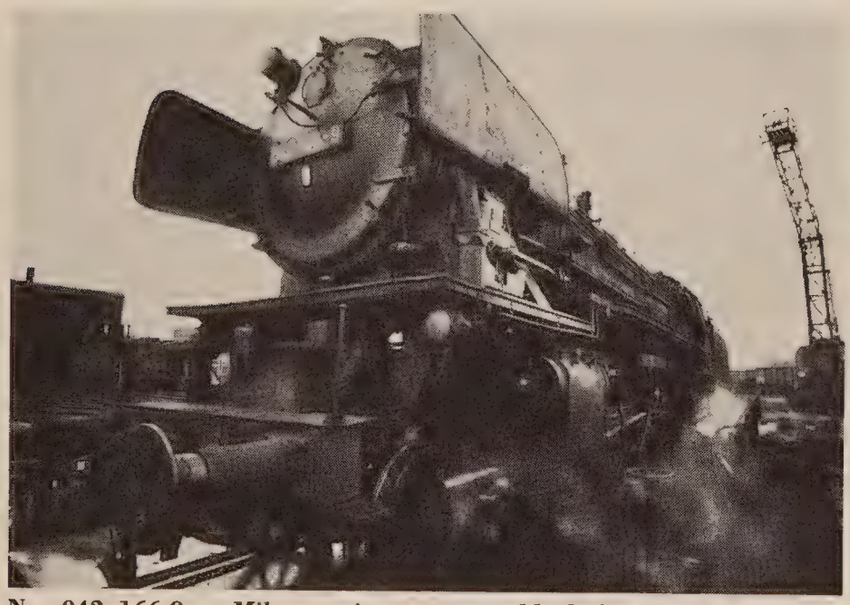
Welder repairs boiler tube removed from locomotive.

Bakehead refills sandboxes of Pacific No. 0120061-8, just a year from her 40th birthday but still able to race up to Emden at better than 70 mph. Fireman had stepped on her whistle rod by mistake and pained squeal was result.

A setting sun shines on two 2-10-0's, a Mike and a Pacific facing big turntable.


012 081-1

From the other side of sand tower, a view of roundhouse on gray wintry day.



No. 042 166-9, a Mike, resting on turntable before joining line-up.

At Blaufeldon, in southern Germany, an old 2-10-0 from Crailsheim waits for highball.

Patterns in the sky. (Top) Terminal's sand tower awaits next customer. (Bottom) Steeds ready for high iron job ahead.

THE HOG'S BACK

by Edmund E. Pugsley

A TRAINMAN came through *The Dominion*, the Canadian Pacific transcontinental limited, which was steam-powered in those days, closing windows and vents and switching on lights. He nodded to a grizzled oldster who was puffing on a black briar pipe and gazing idly out the window. A young man seated opposite leaned over to the pipe-smoker and asked: "Is this the big tunnel?"

The oldtimer didn't even look up. "Yes, this is Connaught."

"I thought so," the fellow said eagerly. "A great engineering feat! Did away with a treacherous bit of road."

The oildtimer laid down his pipe. "It did away with Rogers Pass, that we used to call the Hog's Back."

"Did you ever work on it, mister?"

The veteran grunted.

"It must have been a pretty dangerous job," the questioner persisted.

"A man couldn't work on the Pass long without playing poker with Death."

Genuine interest lit up the young face. "Would you mind, sir, telling me some of your experiences?"

"How's that? My experiences. Oh, I had no experiences worth telling." He stared moodily out of the window. "Here's the tunnel now."

Their coach entered the dark portal and nothing more could be seen through the window. The old man studied the floor a minute. Then he looked across at his companion.

"There was a guy named Batterson, though. He holds the record for close calls on the old Hog's Back. We have a lot of time. Maybe you'd like to hear about him?"

"Sure would!"

The old railroader dumped the ashes out of his briar pipe, settled back in his seat, and commenced.

IT'S a mystery how Fate fumbles a deal to some men. Take the case of young Bob Batterson. Known as the wildest engineer in the Selkirks, he was suddenly tamed by a mild light-haired girl, with cornflower-blue eyes, a saucy smile, and a shape like a department-store model. One minute he thought himself the luckiest cuss in the Canadian West, and then he was yelling like a madman for the whole town to come and help him drink dry the old Grizzly Bear saloon.

Bob didn't know that the telegram he was still squeezing in his fist was a fake. He thought the girl had really gone back on, as the message said. Of course "the boys" meant to tell him all about it, in due time, and get a big laugh. But they didn't figure on Fate. Fate and the shop whistle.

You had to live in Donald—that was the divisional town in those days. We'll be coming through it soon, down here in the valley. As I said, you had to live in Donald to appreciate what that whistle meant. You could tell from how the thing was pulled if it was a call to go to work, or wash up, or get ready for God only knew what trouble.

When it was blown for a wrecking crew, shivers went down the backs of every man, woman, and child in town. None of us knew if the ear-piercing blast was an ordinary call for the big hook to lift back a derailed engine or car, or if some of this here British Columbia scenery had decided to change its location.

You see, mountains are a lot like humans. You've got to live with them to know what sort of dispositions they have. Some are quiet and agreeable all year 'round, year after year. Others are just naturally cantankerous.

Well, that's the way with those hills up along the old Hog's Back, only more so. They kept us all guessing. And that night Bob Batterson was supposed to get married to Goldrenrod Marshall—everyone called her "Goldie"—the very devil seemed to get loose.

Bob had been given two weeks' leave of absence for a honeymoon, and a pass to Vancouver; but when the whistle cut in on his little party in the Grizzly Bear he dropped his glass and ran for the roundhouse.

Joe Jarvis—"Joker Joe," we called him, on account of his mania for horseplay—tried to shove Bob away from the signing-out book.

"Out of my way, bridegroom!" Joe yelled. "Go look after your bride. And say, Bob, that there telegram—"

But that was as far as Joker got. When he mentioned the telegram Bob acted like he saw red. He'd just put enough raw liquor beneath his belt to make him ugly and throw a big fist at Joker's nose. Then Tim Corley, the master mechanic, came running up. It suited him fine to see Bob there. Tim needed all the help he could get, for there was a tall job ahead. So he sent out both men—Batterson ahead on the rotary and Joe following with the outfit. Somewhere up on the pass train No. 2 had been cut off. No one knew whether she was buried or not. The wires were down.

ALL the way up the hill that night Bob was pulling that phoney telegram out of his pocket and reading it while he cussed womanhood in general and Goldie in particular. But the fireman was wise enough to keep out of arguments that didn't concern himself, so he said nothing.

Well, for the second time that night things happened suddenly for Bob Batterson. One minute he was plugging along up here above Stoney Creek bridge, with the rotary signalman calling for speed to hit a slide. The next, he was rolling down into the canyon, engine and rotary and all. That is, all except the caboose.

When the curious tail-end crew barged out the front door of the crummy to see why the sudden stop, they saw only a wide gap in the track. *The slide they struck had been moving!*

That night two good railroad men booked out on the long one-way trip beyond the stars: Bob's fireman and the engineer on the rotary.

A few minutes later, Joker Jarvis and the big gang were on the job, with half a hundred shovels digging wildly in snow that was shifting all the time. Jarvis gave one look down into that hole where Batterson had disappeared, and only he knew the torments it gave him. Full well he realized that but for his fake telegram, Bat would be back in town enjoying the company of his beautiful bride, who was due in on No. 1. Now, because of a fool joke, poor Bat was probably dead. And he, Jarvis, had killed him!

Joker should have stayed with his engine. That was his place. Instead, he snatched the scoop from his fireman's hand and leaped straight out. Big Dave Stacker, gang boss, tried to drive him back, but Joe threatened with the shovel, so Dave stepped aside.

Half a dozen times Dave had to get a gang laboring like hell to dig the Joker out after the snow had shifted on him. The only thing in his favor that night was a full moon.

Fate seemed to feel a bit sorry for things about that time, for Joker went digging, by pure chance, on the very spot where Batterson's engine was buried. When his shovel struck metal he worked fiendishly until he found the cab—and at last he pulled out Bat's limp body!

Even then, Joe wasn't through. He was the only man who wouldn't admit Bat was dead. Slinging the fellow over his shoulder, he staggered back alone up the slope to the caboose. There he worked for an hour over Bob Batterson, trying to bring him around, and pouring enough hot coffee into him to drown an ordinary person. At last Bat slowly opened his eyes. But the other two men never breathed again.

Joe went back to his engine. A lineman tapped the wires and put in a call for another locomotive. They sent the crew of No. 1 with orders to pick up a rotary at Beavermouth at the foot of the hill. But they didn't get through to where No. 2 was stalled—not until noon next day. And they found that the train was safe, with nothing worse than a badly scared passenger list.

When Bat's girl, Goldie Marshall, stepped off No. 1, the operator met her and announced bluntly that her intended husband was up there on the pass buried by a slide, probably dead. Later, when word came that he was still living, Goldie begged them to let her go up and see him, but there was no way to take her up there.

Old Mrs. McFee—"Mother McFee," we called her—found the poor girl wandering up the track, and took her home. That same Mother McFee had to explain that in Donald when the wrecker was out a woman had to wait as patiently as possible, complain as little as possible, and pray fervently.

WHEN the big hook and its weary crew finally returned to Donald next day along about dusk, the casualty list was two dead and one missing. The missing man was Bob Batterson. No one seemed to know what had become of him.

Bob had been left sleeping in the caboose with only the two blanketed figures of the dead to keep him company. When things got moving again and the crew missed him, they concluded he had gone in ahead on train No. 2. Later, however, a brakeman claimed to have seen him on No. 1, westbound. Joker Jarvis sent wires all down the line as far as Vancouver without finding any trace of him.

Some thought Bob had become demented from the shock of his accident and jumped or fell off the train in the Fraser or Thompson canyons.

Old Tim Corley was ready to fire Jarvis for that so-called joke, but he must have seen how things were going, and held his tongue.

And that was the last bit of horseplay for Joe Jarvis. The worried and lonesome Goldie didn't say anything about it. Even when Joe tried to explain how sorry he was, she just looked at him contemptuously and he crawled away like a whipped dog.

Naturally the town thought the girl would go back East again to her home. But they didn't understand Goldie. She just wiped her blue eyes when no one was looking, got herself a job as waitress in the Selkirk Hotel, and settled down as though she belonged there. Everyone was glad to have her, of course, for women were not plentiful in those parts, especially good-looking ones like Goldie Marshall.

It wasn't long before she had saved enough to open a restaurant of her own. She called it "Goldie's Place" and plenty of railroad men began flocking there.

No one mentioned Bob Batterson to her, but to those of us who knew Goldie it was easy to see she had not forgotten him. In summer when the town ran the annual picnic up to Rogers Pass, the Hog's Back, and laid out the knockdown snow sheds for a dancing floor, some fellow would begin the story of how Bob Batterson went down over that there hill with his engine and got so scared that he left the country. But Mother McFee was always on the job and shut him up till Goldie wandered away to gather columbine from the spot where Bat had gone over.

ABOUT twelve years after Bob left, the next real big slide occurred. Oh, yes, there were slides every winter and spring to break the monotony. But I'm speaking of the big one. The one which, I have no doubt, caused the final decision to build Connaught tunnel.

Did you ever notice how often there is a big sacrifice of life before a very costly change is made to safeguard against danger? Everything, including human life, seems to be measured in money.

Well, a westbound stock train from Calgary got stalled at Beavermouth one soft spring evening. The crew was standing on the station platform discussing the news with another crew when a stock tender strolled up to listen in. Word had just come through that an engine was caught with a rotary up on the Hog's Back.

The stockman was in time to hear a fireman remark: "So old Joker Jarvis got his at last, eh?"

"Well, they don't rightly know, of course," a boomer brakeman cut in, "but if you ask me, I'd say he was lookin' for it. Any man who sticks in these hills year after year, scratchin' the old Hogs' Back, can't kick if the hog gets sore an' turns on him. I'm high-tailin' for the sunny south as soon as I get a little more dough."

The others ignored him. "It's tough on Jarvis—him just about to marry Goldie Marshall, and all," one fellow was saying.

Just then the operator kicked open the door and yelled: "Hey! Dispatcher wants to know when you guys are going to pull out."

"We got no hogger for the rotary," the engineer of the extra told him.

"Where's Jenkins?" the op wanted to know. "I called him."

"Jenkins? Why, you ought to know better than call him. He's ruled off the road for life account of eye trouble."

The young brass pounder groaned. "How about taking your fireman then?" he suggested. "You can get a brakeman to fire your engine."

"Nothing doing!" Old Toby King was hollering now. "I need steam when I go bucking snow. And that means an experienced fireman."

The operator ran back to consult with the dispatcher. His key chattered away for a minute or two and then stopped suddenly. The op came rushing out again.

"The line's down now!" he moaned. "What in hell can we do?"

"Too bad!" Toby King announced. "But we couldn't go without a full crew anyway."

The stockman stepped into the circle then. "I'll fire that rotary, boys!" he said, quiet like. "Let's get started."

The men looked at him and grinned. "Damned if it ain't the long-whiskered cowpuncher!" the boomer said with a laugh. "So you think all you got to do is to twist the engine's tail to make her go, eh?"

And the op asked a question. "What do you know about firing?"

"Plenty!" the stockman answered. "Get this gang going. We're losing valuable time. We might still be in time to save your friend, Joe Jarvis."

His tone was insistent.

TOBY KING seemed to get peeved then and he stepped over to the intruding cattleman.

"Look here, 'bo," he said, "I've railroaded over these here hills almost since the road was built. Many an engine's been caught up there, but I never knew but one man who went down in a slide and lived to tell the tale."

"You're wrong there," the conductor laughed. "The bird you mean didn't stick around long enough to tell the tale. You mean Bob Batterson, don't you?"

King chuckled. "That's right, Charlie," he said.

The stockman waxed impatient. "How about chewing the rag a little less and getting that plow working? Joe Jarvis needs help tonight, but it may be Toby King tomorrow night, or next week. How'd you like the gang to stand around like this if it was you up there? Eh?"

Toby glared at the cowman. Then came a dramatic recognition. "You ain't—you can't be—by jiminy, it is him, boys! Bob Batterson himself, come to life again! Why in hell didn't you say so before, Bob?"

The men plied him with questions, but Bob brushed them aside. "Nothing to say to such bohunks as you!" he snapped. "This is a time for action, not talking."

King fidgeted. "Bob's right, boys," he agreed at last. "But what I don't understand, Bob, is why you're so all-fired keen to go up there tonight when you don't have to, in this chinook, too, when—when, well—after the way things turned out the night you left the road."

Bob gripped his arm. "Who was it pulled me out that night, Toby?"

"Why, it was—sure, it was Joker Jarvis, wasn't it?"

"Well, what more do you want? It's my turn now, ain't it?" Bob wheeled on the rest of the gang and snapped: "And if you fellows ain't men enough to come along with me, why I'm going anyway—if I have to handle the whole damned outfit myself! Now who's coming?" he finished, as he started off for the rotary.

They all followed him then, running through the soft snow to keep up with him. With water dripping from the eaves, Toby King muttered: "God help a railroader on a night like this!"

Five minutes later the old 1199 was pounding up through the narrowing valley where patches of bare ground and rock showed dark in the moonlight here and there among the melting snow. They stopped to pick up the road foreman and his gang. The foreman took the lookout place in the rotary and away they went once more.

IT was a quiet starlit night as they rode to the brow of the summit, with nothing more to contend with than a few piles of soft snow and mud. Then they struck a tree broken off with a slide, and had to stop to cut it away. That was when they first began to hear things. At first, a soft rumble from behind them.

Pete Hanson, the foreman, cocked his head on one side and Bat just shivered, as if with a sudden memory of one other night.

"We're out of luck for backing up now, anyway," he told his rotary fireman. "Listen!"

The shovel gang all paused to listen together. There was an odd tension in the air, but the night was as still as a sawmill on Sunday. Then came a few soft thuds here and there—sometimes close, sometimes far away. Bat was stewing nervously, looking up at the side hill above them.

"I wish we'd get going," he grumbled. "I don't like it here at all."

They had cut the tree away and were climbing back when they heard a faint rustling. A second later there came a roar that grew louder until it seemed the whole earth had opened up.

A light breeze became a howling wind which made the men grab at each other like the world was coming to an end. They wanted to run, but no one knew which way to go. So they just stuck together like dumb animals, waiting for the end.

Batterson, frozen to the grab-handle of the rotary, probably lived years in those moments. You see, when a man faces the hereafter as he had done, he doesn't forget. He tried to shout but had no voice. He could only stand and wait for a second trip into eternity.

It was all over and the outfit got going again before Bob's nerves thawed out. He could see nothing then except the black face of old Joe Jarvis lying where he had been dug from a snow-buried engine. And that picture stayed with him for the rest of the night, beckoning him on, driving his muscles like machines, ignoring aches, disdaining time.

Daylight in the narrow Rogers Pass found the rotary plowing into and through the yard at the pass station. The regular "bull" gang of shovelers were already digging away by hand—an almost hopeless task. But Tim Corley had issued instructions to beware of using the rotary when near to a stalled or suspected buried engine.

The rotary crew took advantage of a little respite to stop and eat. *That was the moment of the big slide!*

The caboose table all but collapsed with the hot meal when the car rocked like an earthquake. The men rushing outside could see only a thick cloud of flying snow. It filled the air everywhere. They didn't wait to finish their meal but started the outfit back to where the big shovel gang had been. And now, instead of a hundred men, they found only a couple dozen.

"They're gone! Gone!" One man came running toward them, yelling and sobbing. "All gone but us!"

He waved his arms at the stumbling handful of men who followed him over the acres of glistening snow.

YES, many bad slides hit the old Rogers Pass. And there are many stories that will never be told. But for real gloom that double slide of 1910 was the daddy of them all.

They were working in a narrow passage, digging at a recent slide from an old enemy on the north side. No one paid any attention to the other side. It had always been the good boy of the family. Never once had it been known to misbehave. And then it suddenly cut loose, and sixty men never straightened their backs again.

That week is still fresh in the minds of oldtime railroaders of the Selkirks. All the men and machinery within call worked on that mess, or tried to, for days on end. Rotaries rushing from both ends were cut off and lost track of by fresh slides. It seemed that Old Nick himself had moved his home to the Hog's Back.

Every man worked till he dropped, worked at digging out dead bodies or snatching living men from a smothering death or plowing at new piles of eebris. The dead were sent down to Revelstoke for burial as fast as they were recovered. For Revelstoke was now the divisional town instead of Donald.

Batterson? He seemed to be everywhere, doing everything. Rotary plow, locomotive throttle, firebox, or just a shovel handle, it was all the same to Bob so long as he was working to clear the line in hopes of finding Joker Jarvis, who was still missing. No one paid any attention to the wild cowman, for there were many strange faces on the Pass that week.

Working from the west side, plow after plow had been cut off by fresh slides from behind. And it was in this section that a gracious blonde woman had come from Revelstoke to set up a temporary coffee house in a siding boxcar. Here, for twenty-four hours a day she fed men too exhausted to think about paying her. She just jotted it down against them. Some day she'd tell them and collect. It didn't matter now.

The woman was Goldenrod Marshall, once of Donald, who had moved to Revelstoke in 1899 when the general change was made.

All things end; so did that chinook. It stopped as suddenly as it had begun, and the weather turned sharply cold. Overnight slides ceased. The last victim to be found had been shipped to the cemetery and but one job was left for the train crews. That was to find the original missing engine and rotary with Joker Joe Jarvis.

Eastern officials were insisting on action, so attacks were made with a rotary. The crew could take no harm now, they reasoned. They must surely have perished long since. Batterson, eyes bloodshot, beard matted, clothes soaked and mud-spattered, climbed to the rotary and stood beside the roadmaster, abandoning the levers to fresher men.

The knives bit into the snowy debris, with both men watching as sharply as tired eyes could see. They slashed at the deep cut, expecting each moment to clash with the metal of the missing outfit. But instead they burst through to sunshine. And there a strange sight met them. Squatted crosswise of the rails, and minus either plow or caboose, they found their quest—the 1172!

Batterson was one of the first to reach the long lost engine. Stiffly he pulled himself into the cab, anticipating and steeling himself for anything.

All was quiet. A slow fire burned in the firebox. And down in a shadowy corner lay a huddled figure. Tenderly Bob and the roadmaster stooped to lift what appeared to be a dead man. The fellow stirred and grinned weakly. It was Joker Jarvis!

AFTER they had poured hot coffee down his swollen throat and brought a stretcher to carry him away to the caboose, Joe wheezed an explanation of what had happened.

His caboose had been swiped off with the first crack. The crew was never found. Then, because they couldn't go back, they went ahead till they struck another slide. It was filled with rock. When they hit it, the slide began to move and knocked off the plow before they could back up. The engine was derailed, but the couplings parted and left her setting crosswise like the gang found her.

Jarvis got a broken leg from a rock that had crashed through his window. He's been lame ever since. His fireman put it in splints as best he could and struck out for help. He was never seen alive again! They found his body that summer away down the canyon after the snow melted.

And so they ran back with the injured engineer and ordered out the big hook to come and finish the job of railing the 1172.

Back in a siding, Jarvis was asleep in the caboose, while Batterson was nodding in a chair beside him. Jarvis had managed to confess all about the fake telegram of twelve years before, so he could sleep easily. Someone came up the steps and looked in.

"Where's Joe?" she asked. It was the woman of the coffee car. The man in the chair looked at her and she stared back at him. Then they spoke.

"Bob!"

His eyes lit up with joy.

"Goldie, darling!"

The other fellow, Jarvis, woke up then and was watching the re-united couple between half-closed lids.

"I always knew you'd come back, Bob," Joe heard the girl murmuring, "but I'd almost given you up."

"Almost?" Bob repeated.

The girl nodded quietly.

And then Bob put another question. "I saw the old cabin at Donald when I came through, Goldie. It's about the only decent building left. But there was something funny about it. All the old furniture is there just the same as that night—that night you were to come in on Number One. How about that? Who fixed it up?"

"That was Joe, Bob," she told him. "He did it for you. And for me."

"Good old Joe!" Bob muttered.

THE YOUNG MAN whose questions led to the telling of this story had been listening, intently. He remained silent when the oldtimer finished talking as *The Dominion* slowed down for a station. A trainman stuck his head into the smoking compartment of their coach and called out the station name.

"Donald! Donald! Are you getting off here, Mr. Jarvis?"

The old man's briar pipe had long since grown cold. He cast a wistful glance out the window at a lone switch lamp and a townsite almost overgrown with brush. Sighing, he stood up and limped to the passage.

"No. Not this time, Harry. Bob and Goldie are away back East just now on a visit to their daughter."

Then he settled down in his cushioned seat, oblivious of the throbbing sound that came from the head end. Passengers were alighting on the depot platform and the train-line was being recharged, but white-haired Joseph Jarvis, once known as "Joker," neither saw nor heard these things. He was reliving his early days on the old avalanche-ridden Hog's Back, possessed by a nostalgia almost too great to be borne. ●

Ex-Pennsy *Silverliners* under catenary at Zoo interlocking just outside PC's 30th St. Station, Philadelphia, in 1973.
Photograph by John R. Taibi

PASSENGER TRAIN SURVEY

DESPITE the recent fare increases, some of Amtrak's runs for the summer months, especially those headed for national park areas in the West, were sold out as long ago as February. In fact, there is a crisis—too many people want to ride trains during these energy-short days. Amtrak says it is at least 500 cars short of what it needs to keep up with the burgeoning passenger volume that jumped 40 percent in one month alone, according to Roger Lewis, president.

"The tragedy, in a public-relations sense, is that the demand is so far beyond what we can accommodate," he states. "For that reason, we have problems in dealing with the public. But we're going to run a good railroad this summer."

Here are how the top 25 American cities or stations rank in the number of passengers who boarded Amtrak trains recently, based on a national survey by Amtrak and brought to our attention by L. P. Cummings. Heading the list is New York, Penn Station; followed by Philadelphia, 30th Street; Washington, D.C.; Trenton; Chicago; Newark, N.J.; Baltimore; Boston, South Station; Wilmington, Del.; New Haven; New York, Grand Central Terminal; Los Angeles; Harrisburg; Milwaukee; Seattle; Providence; Albany, N.Y.; Lancaster and Paoli, Pa.; New London, Conn.; Minneapolis; San Diego; Portland; and Kansas City.

Extension of Amtrak's *Inter-American* all the way from Laredo, Texas,

to St. Louis, Mo., has brought rail service back to Dallas, eighth largest city in the U.S., for the first time in five years. Other stops on the route to the Mexican border include Little Rock and Texarkana, Ark.; Fort Worth, Austin, and San Antonio, Texas.

Empire Service trains now carry these names: 70, 77, running between Albany and New York, the *Henry Hudson*; 71, 78, New York-Buffalo, the *Empire State Express;* 72, 75, Albany-New York, *De Witt Clinton.*

THE ICC has submitted its 1974 Amtrak report to President Nixon and Congress, pointing out that intercity rail passenger service has been expanded and improved, but the adequacy and quality of service continues to present some problems. The Commission issued regulations designed to correct these defects and thereby make rail travel more attractive.

Also noted in the report is Amtrak's accelerated growth in ridership and operating trend. Furthermore, Northeast Corridor operations incurred smaller losses than noncorridor routes. The New York-Washington Corridor and those operated with Metroliner equipment were profitable even on a full-expense level. Amtrak's innovations in service and extensive marketing and advertising efforts produce beneficial results. The upgrading and maintenance of roadbeds and coordinated scheduling should improve on-time performance, but, substantial additional expenditures are still needed.

Sizable Amtrak deficits remain and are likely to continue in the foreseeable future. Completion of installment payments in buy-in fees by railroads in April reduced Amtrak's sources of funds. Cash needs will have to be met from other sources. Funds are needed to meet necessary capital and operational expenditures, higher cost of fuel, increase in payroll cost, maintenance, and improvement of service. Continued reliance on Federal government funds through direct grants and government-guaranteed loans is necessary.

AMTRAK employes on business trips bought more than $600,000 in airplane tickets last year, although they could have traveled free on Amtrak trains. This disclosure was made in a confidential memo from the organization's controller, Sydney S. Sterns, to top Amtrak officials. The memo said that the huge air travel bill, paid for with Federal-subsidized Amtrak funds, was run up despite an Amtrak regulation on employe business travel that specifies: "Whenever possible, rail travel should be used."

The memo covers only airplane tickets purchased using the organization's air travel card account. Sources within Amtrak said employes also bought a substantial number of air tickets—perhaps another $300,000 worth—with other credit cards or with cash.

"It appears to me that considerable traveling is incurred by our relatively small management staff," Mr. Sterns said in the memo.

Amtrak, which had 5,384 employes on December 31st, runs an average of 225 passenger trains daily. It is expected to receive a Federal subsidy of $155 million in the current fiscal year. There has been widespread criticism of the fact that many of its supervisory personnel seldom ride trains.

Anthony Haswell, chairman of the National Association of Railroad Passengers, comments: "It's understandable, of course, that due to time constraints and the sketchy nature of service on many rail routes, there will have to be some flying by Amtrak employes. But my general observation is that if responsible Amtrak management officials rode the trains more often, the public would soon get better service."

OVERRULING one of his own vice presidents, Amtrak president Roger Lewis permitted Penn Central to rip up some track that may be needed in the future to restore a long-distance passenger run. As a result, according to the Washington *Star-News*, Amtrak may have to pay between $1 million and $2 million to rebuild the link if the Department of Transportation should decide to resume Boston-Chicago passenger service.

This track, a 12-mile line south of Albany, N.Y., formerly carried Boston-Albany and Boston-Chicago service before taxpayer-financed Amtrak took over most of the nation's intercity passenger service in May, 1971. A few weeks later, David A. Watts, then Amtrak's vice president for planning, denied a Penn Central request to dismantle that trackage. No railroad having a contract with Amtrak is allowed to dispose of track that previously carried passenger trains, except with Amtrak's approval.

But on Dec. 6, 1971, William H. Moore, who was then president of the bankrupt PC and one of three railroad brass collars on the Amtrak board, took up the matter personally with Lewis, saying his road needed the rails and ties for use elsewhere. Lewis's reply came quickly. On Dec. 15, 1971, he wrote to Moore that he was "happy to say that we have concluded that we do not see a need for this track and are agreeable to it being abandoned." Gandy dancers took up the rails and ties early in 1972. This matter has only just come to light through Washington *Star-News* publication of once-private correspondence.

AMTRAK plans to buy twenty five-car turbine-powered trains, with at least a dozen to be used on the Boston-New York corridor. The choice is between two builders. United Aircraft Corp. offers a $4.8 million turbo-train, but the U.S. Department of Transportation may recommend a French-type $3.6 million turbo, the building of which is licensed in America to Rohr Industries, Inc., of California.

At least one of the twenty Turbo-Trains, if built, may be put into service in Florida between Orlando and Miami. The *Locomotive Engineer* reports that A. B. Seigler, chairman of the Florida State Legislative Board of the Brotherhood of Locomotive Engineers, is working toward the goal of such service. Governor Reubin Askew has recommended that $4.5 million be appropriated for experimental service linking Orlando with the Gold Coast counties of southeastern Florida, via the Tampa Bay area. Seigler is delighted that early hearings are to be held on this proposal.

"Now that the energy shortage has made itself felt, and its duration remains in doubt," he says, "we have a very good possibility of obtaining this new service."

Meanwhile, Philadelphia design engineer Lewis T. Klauder is designing a double-decker rail car for Amtrak. His preliminary sketches should be ready before you read these words, and the decision on whether or not Amtrak will order it built is likely to be made later this year.

BURLINGTON NORTHERN has withdrawn the last of its ten old single-deck commuter cars from service but says it will hold the cars in mothballs because of the energy crisis. In the words of a BN spokesman, "We will hold the cars in reserve until we see whether the current surge in commuter

traffic levels out." So they are waiting.

The number of BN commuter tickets sold rose from 865,000 to 1,045,000 in January, in five months. "We even had to make up a new graph because the old one didn't have space for a million tickets," the spokesman says.

The ten retired cars, two of which were built in the 1920s, were made obsolete by the arrival of 25 new bi-level cars last summer and the more recent completion of renovation of the Burlington Northern's fleet of 94 additional bi-level cars. Twenty-one diesel-electric locomotives also were overhauled in the railroad's program to spruce up service.

INSTEAD of building a highspeed, ultra-modern passenger train capable of speeding 150 mph on present track, the Department of Transportation has decided to use part of the money from the project to build a new road to its test facility near Pueblo, Colorado. A letter sent to Senator Robert C. Byrd of West Virginia by Transportation Secretary Claude S. Brinegar says:

"I have concluded that the department's proper role in the near-term rail passenger area should be that of developing expertise in rail passenger technology and that any demonstration of new passenger equipment should be part of the Amtrak budgeted program."

Brinegar says that of the $5.6 million appropriated for the improved passenger train project, $2 million will continue funding a tracked air-cushion vehicle (a high-speed train that runs virtually on a cushion of air above a track). Another $2 million, though, will go for building a new access road from the high-speed ground-test center to the Pueblo airport.

At this center DOT set a new world speed record for vehicles on rails. A linear induction unit rolling over 6.2 miles of track peaked at 234 mph for part of the run. Highest previous record of steel-wheeled vehicles was 205.7 mph in France in 1955.

CHESSIE SYSTEM is operating a new summer passenger schedule for its Lake Michigan auto-ferries, May 24th through September 9th. Three ships provide two round-trips daily between Ludington, Mich., and the Wisconsin ports of Milwaukee and Manitowoc. This "ocean cruise, almost" is enjoyed each year by thousands of tourists as a restful break and to avoid the long mileage around the Lake. With their automobiles stored safely below in the car deck, passengers can relax in deck chairs outside or in staterooms. Dining facilities and snack bars are available.

One-way fares are $8 for adults, $4 for children, $14 for automobiles. If you are not driving a car, take advantage of a cruise package. A continuous round trip without stopover and including one meal is available at $13 for adults, $6.50 for children. Kids under five travel free.

EARLY this summer, if you live in St. Louis, you will probably be able to journey all the way down to Mexico City by rail without changing trains. So says Stanley Campbell, vice president of the Transportation Council of the U.S. Chamber of Commerce. The statement follows a closed session of Mexican officials, Amtrak, and C. of C. members.

Amtrak reported it did not have enough equipment for the service, but Mexico offered to provide it. Three-times-weekly service was decided upon, even though the Mexican delegation offered to provide daily runs if Amtrak would reciprocate in the U.S.A.

Mexico agreed that passengers could undergo on-board customs inspections going into Mexico, but they will have to detrain for inspection on the trip back. The route would be St. Louis, Texarkana, Dallas, Fort Worth, Austin, Laredo, and Mexico City.

Also on the subject of Mexico, the following letter comes from A. K. Green (AKG W5GAJ), radio operator on the steamship *Marine Eagle*, Perth Amboy, N.J.: "I recently had a very enjoyable rail trip from Merida, Yucatan, to Mexico City. Leaving Merida at 7:30 p.m., I reached the Mexican capital at 9:30 a.m. on the second morning, after two nights and one day on the train. I had a roomette on a standard air-conditioned Pullman for only 27 American dollars, about 1,000 miles at 2.7 cents per mile of first-class travel. The Pullman was very clean and was filled with American tourists. I slept at night under two blankets. Food in the diner was good and quite cheap. Why go to Europe when Mexican railways offer so much at low cost?"

ALTHOUGH many communities are razing their stations or converting them to other uses, the City of Bridgeport, Conn., has just begun work on building a new railroad depot. Among those present at the ground-breaking ceremonies on February 26th were John W. Barnum, of Department of Transportation, and city officials headed by Mayor Nicholas Panuzio, reports Charles Grabert of Bridgeport (170 Read St., 06607). The new station is being built over a well-traveled street to connect with a bus and parking terminal. Barnum said in his address that more and more people are returning to train travel. He said the Government wants to see railroads and other mass transportation prosper because of the high human and financial losses caused by highway accidents and in order to decrease the air pollution. (See photograph on page 63.)

BILL ROHDE'S comments on passenger service in our March issue drew fire from James E. Davies (no address given), who comments:

"Rohde refers to Amtrak as being a joke and to the rapidly degenerating rail situation and suggests nationalization. From the times lately I've had occasion to travel Amtrak, my observation was that the service was good, food prices reasonable, and employees courteous. Although the trains were delayed and jammed to capacity, the crews made a concerted effort to help passengers and keep the trains on time.

"Nationalization would solve nothing. It would merely transfer problems from company officials to Government bureaucrats. It hasn't worked any place yet, and I can't conceive of its working here. Our postal service is a prime example. If we do eventually have nationalized rails, you can be sure there won't be any profit. Deficits will be astronomical, while service deteriorates badly."

FUEL shortages may force the New England Patriots to travel by train instead of by charter aircraft, says the football team's business manager, Herman Bruce.

"In tossing some figures around," he says, "I've found we might save about 40 percent on expenses in a weekend road trip" by using Amtrak instead of airlines."

Canada Heard From

WHETHER or not the energy crisis has much to do with it, public interest in this year's edition of Canadian National's package tours is rising dramatically, according to R. E. Rose, system manager for passenger sales and promotion. Advance bookings for "Maple Leaf" tours have gone up some 100

percent over the same time last year, we learn from *Keeping Track*, CN's monthly newsmagazine.

Like most other transportation companies, CN is geared for vacations that let someone else do the driving, namely, escorted or unescorted tours. It is unlikely that Canada will have a gasoline shortage this summer, but American and Canadian tourists traveling by automobile will find gas prices uncomfortably higher.

Rose says CN is proving attractive to travelers with "leave-the-car-at-home" holiday plans. Train and hotel accommodations even on independent and unescorted tours are arranged in advance by CN. Among the most popular trips are those to the Canadian Rockies, the Maritimes, and the Niagara Falls area. Numerous tours are timed in conjunction with big summer events such as the Canadian National Exhibition in Toronto and Edmonton's Klondike Days.

"Of course," says Rose, "some of the advantages of regular train travel also are being realized." He refers to discounts for groups, families, youths, and senior citizens; and he expects the company's "Auto-With-You" and "Car-Go-Rail" plans to be especially well patronized this year, like the *Auto-Train* in the United States.

Keith Hunt, Canadian National's vice president of operations and maintenance, is delighted with the trend back to the passenger train, due to the energy situation. Rail passenger traffic between Toronto and Montreal has increased between 10 and 20 percent since the re-introduction of the nine-car TurboTrain in January. Nearly all such runs are completed within ten minutes of scheduled time, with most of them arriving on the dot.

Effective April 28th, Canadian National and CP Rail are operating on daylight-saving time for the first time since World War II. Both rail systems traditionally operated on standard time the year-round, but changed over because most of the country—except Saskatchewan and an area near Cranbrook, B.C.,—regularly convert to DST from late April until late October.

ALGOMA CENTRAL, a northern Ontario short line, is quietly replacing its ex-DRGW passenger equipment of about 1910 vintage with second-hand lightweight cars from several U.S. railroads. Included are head-end cars from DRGW, coaches from CP, CGA, IC, and GM&O, and diners from IC and Santa Fe. Latest to arrive are four sets of articulated coaches from SP. So says Wayne V. Brittain, Box 866, Sault Ste. Marie, Ont., Canada. ●

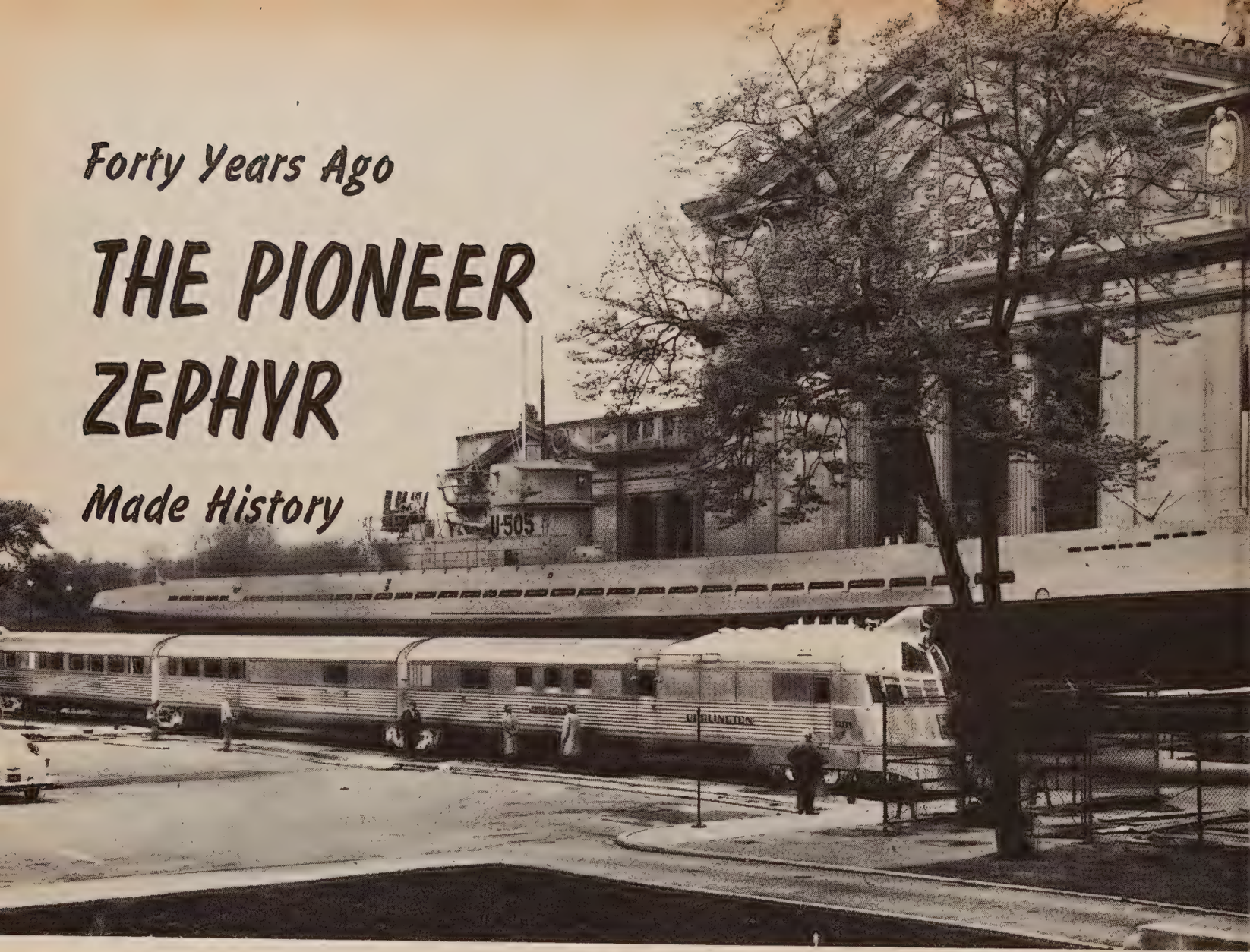
Eileen J. Wolford (Barnard-Woolford collection), Rock Rd., RD 2, Box 226, Shelby, Ohio 44875

Night rain on December 5, 1965, reflects lights from depot platform and sleek cars of the *Capitol Limited*, just in from Chicago, and the *Ambassador*, from Detroit. Both were Baltimore & Ohio trains. Scene is Willard, Ohio, a town named for Dan Willard, B&O president who began his rail career in steam engine service. Rare today are Willard-type rail chiefs.

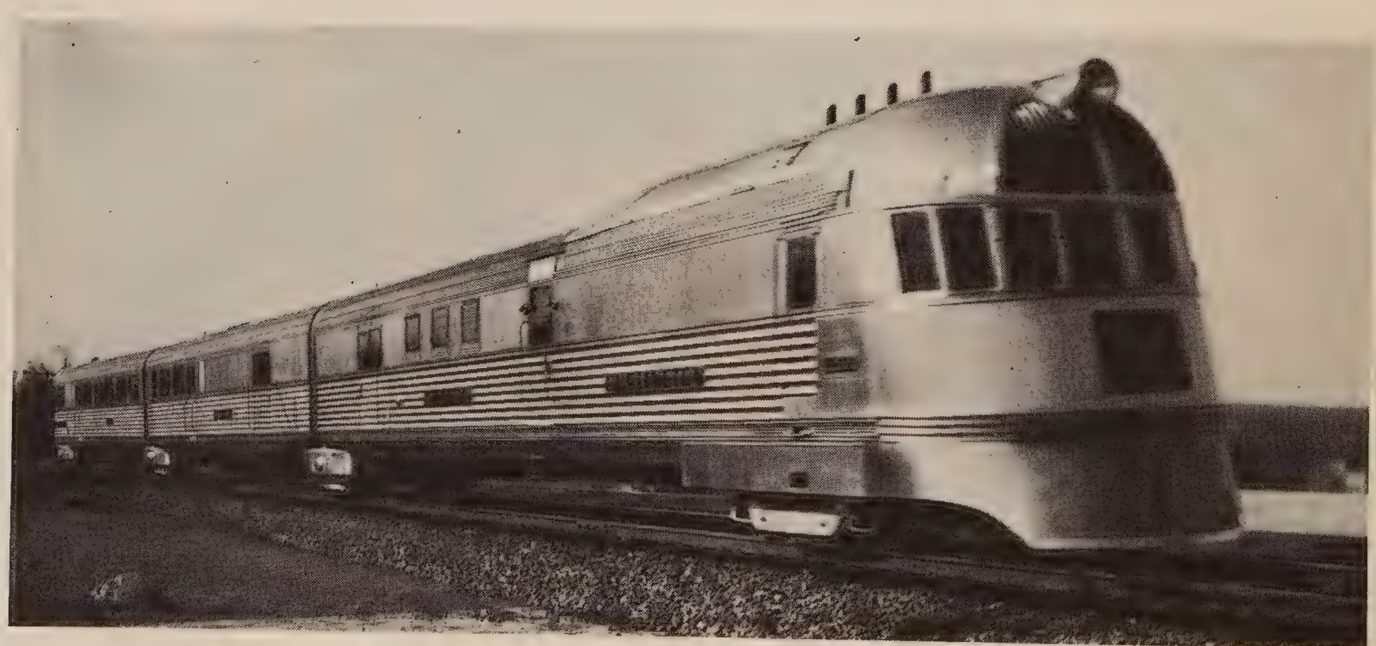
Forty Years Ago

THE PIONEER ZEPHYR

Made History



On May 26, 1934, the Burlington's *Pioneer Zephyr* thrilled the nation with its non-stop dawn-to-dusk run from Denver to Chicago, a dramatic introduction to the diesel era that has revolutionized railroading. After more than 25 years in regular passenger service the *Zephyr* (shown above) was placed on permanent exhibition at the Museum of Science and Industry in Chicago. Adjacent to the train is the captured World War 2 German submarine U-505 displayed at the Museum.



Prior to going into regular passenger service the *Pioneer Zephyr* toured the country. Here she is shown doing 65 mph at Millbury Junction enroute to Worcester, Mass., on the Boston & Albany Railroad on April 27, 1934.

Photograph by the late H.W. Pontin

On a beautiful late spring day in May, 1954, the dowager lined up beside her young sister, Burlington's *Kansas City Zephyr*, near Brookfield, Mo., on the 20th anniversary of first diesel-powered streamlined passenger train run. *Kansas City Zephyr* was placed in service on February 1, 1953. Younger sister was on somewhat of an historic binge herself, as her consist was of two cars of the early Domed years. Dome car on rear of *KC Zephyr* appears to be the *Silver Terrace.*

Burlington Northern photograph

Marguerite Cotsworth Clark, who christened the *Pioneer Zephyr* in 1934, and hogger Jack Ford of the train on original run, shown in 1964 on its 30th anniversary.

Burlington Northern photograph

Denver Zephyr gathers speed, in this mid-1960's shot, for its overnight Chicago-Denver run at Aurora, Ill. *Pioneer Zephyr* travelled same route.

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

WITH THE COAL business booming, South Hopkins Coal Co. at Nortonville, Ky., has swung into high gear and is planning to run new unit coal trains over the Louisville & Nashville. To get going immediately while waiting on new cars, the coal company has leased some Erie Lackawanna hoppers and is now operating No. 243, an Alco RS-1 (1000-hp road-switcher). This unit was originally Rock Island 243. So says Jerry Mart, 2819 Lindsey Drive, Hopkinsville, Ky. I have seen the EL cars heading south through Cincinnati over Penn Central-L&N.

Lima-built No. 25 (750 hp) of Whitewater Valley Scenic Railroad with first run at Laurel, Ind., in January '74. Line now has Baldwin 4-6-0 which will be rebuilt. Route is over former PC from Brookeville to Connersville, Ind.
Photo by Mike Weber

UPDATING the motive power status on the Montpelier & Barre and the St. Johnsbury & Lamoille County, a report from Elwin K. Heath of Barre, Vt., says that as of March '74 the M&B is not using ex-STJ&LC RS-3 No. 203 or keeping her sister 202 for parts. Both units are out of service and awaiting disposition, the 202 with a broken crankshaft. M&B presently has three usable diesels, all from Boston & Maine. No. 25 is an Alco S-1, 660-hp switcher, ex-B&M 1164, built in 1948. No. 28 is an EMD SW-1, 600-hp ex-B&M 1110, built in 1939, a real classic. No. 29 is another Alco S-1, 660-hp switcher, ex-B&M 1172, built in 1949.

Stored unserviceable are No. 19, a General Electric 70-tonner, which is ex-StJ&LC 50, and No. 27, EMD SW-1, 600-hp switcher, ex-B&M 1109. Held serviceable at Montpelier for use on the Rock of Ages Corp. summer excursion trains are Claremont & Concord 9, ex-Sanford & Eastern 9, a GE 70-tonner, and Hoosac Tunnel & Wilmington 32, ex-EL 51, a GE 44-tonner. On the St. Johnsbury, both former New York Central GP-9's, which had been StJ&LC 200-201, are gone. The RS-3's 202-203 are at Montpelier, as mentioned above, while RS-3's 204 and 205, plus Delaware & Hudson RS-3 No. 4073 are kept at Morrisville for StJ&LC use.

MANY FANS have commented on correct data for Canadian National RSC-24 No. 1800. The 1802 was scrapped in August, 1969, after a tragic head-on night collision at Pointe a Lea Garde, Quebec, on the Gaspe Peninsula. No. 1802 was leading RS-18 No. 3874 on the passenger train *Le Chaleur* and was struck head-on by a freight led by three RS-18's numbered 3851-3863-3859 on May 21, 1969, killing two employes. All units involved, except 3859, were scrapped. My thanks to Adrien d'Astous, 3372 Perigny, Ste. Foy, Quebec, for this information.

Douglas F. W. Conrad, Box 5133, Armdale P.O., Halifax, N.S., reports that the remaining three RSC-24's, numbered 1800-1803, are being used on the Bridgewater-Caledonia-Middleton branch in Nova Scotia province and sometimes get into Halifax for servicing. Halifax is also one of the few places where you can see Alco FPA and FPB units on passenger trains.

MONONGAHELA RY. at Brownsville, Pa., is taking bids on the only two Baldwin RF-16's on earth ("Sharknoses"). These are Nos. 1216-1205, previously NYC, same numbers. Asking price is $6000 each. These are A units, with cabs, four-wheel trucks, 1600 hp, built in 1951-'52, and weight 255,000 pounds per unit. I have heard of many people interested in buying them. Maybe by the time you read this, they will be sold—hopefully, to be preserved or operated again.

Not so lucky was Minneapolis, Northfield & Southern 23, a 2000-hp DT-6-6-2000 Baldwin transfer unit, which was disposed of for scrap and quickly cut up. Bob Renz of the Minnesota Transportation Museum has heard rumors that No. 23 was sold as an operating locomotive, with one of its prime movers still sound, but now the big center-cab is gone. That leaves MN&S 21 and Trona Railway 50 and 51, now owned by Peabody Coal at Lenzburg, Illinois, as the only ones of this model in existence.

R.L. Schmeling Collection, 1127 Kansas St., Superior, Neb.
Handsome CB&Q SD-24 No. 500, now Burlington 6240, shown in Chinese red and gray in Lincoln, Nebraska, on a beautiful September day in 1962.

ACCORDING to Bruce Chapman, 38 Gilchrist Ave., Ottawa, Ont., Canada, although no GP-18's were sold as such in his country, CP Rail's last GP-9, No. 8839, was delivered with a model

567D-1 prime mover, making it theoretically a GP-18. But the car body is straight GP-9; and CP Rail included 8839 with all of its other GP-9's when it de-rated them to 1600 hp to preserve engines. So the 8839 is a rare exception that does not show up externally.

CP Rail's first Alco FA-2, No. 4042, sadly lost a battle with a fire which all but consumed the unit. It was operating on train 929 last January 16th when electrical fire broke out and did $10,000 damage. This unit is on the Angus scrap line. The Pittsburgh & Lake Erie U-28's that were leased have been returned as too balky. Essex Terminal RS-3 No. 106 was spotted heading dead-in-train to Montreal for truck change-out at Montreal-Worthington. She's an ex-Lehigh & Hudson River engine.

Canadian National is still very short of power and has increased to 106 its order for GP-40-2's, which will carry numbers 9400-9505. Leased units added to the already huge list are Grand Trunk Western GP-9's 4540-5044 and Alcan (Aluminum Co. of Canada, operating the Roberval Saguenay) 26 and 27, which are historic. These are the demonstrator Alco RS-27's numbered 640-642 and 640-3, which became Union Pacific 675 and 676, then went to Montreal-Worthington and finally to Alcan.

LOUISVILLE & NASHVILLE is using Clinchfield SD-40's at its DeCoursey yards in Kentucky near Cincinnati.

I saw 3010, 3017, and 3018 in the last week of March. No. 3010, built in 1969, is still in the old gray-yellow Clinchfield scheme. The newer units are straight black, with yellow lettering and number-boards. Both L&N and Clinchfield are in the "Family Lines" System, and this isn't the first time their power has been mixed. Also in the Cincinnati area, L&N has been using Alco C-628's and C-630's more regularly on the across-town transfers to Penn Central. These big fellows are getting rare.

What must be the world's largest freight car passed through Cincinnati on March 22nd in a Penn Central special train. It is Westinghouse Electric 301, a Schnabel-design, special-duty "flat" car which uses the load as part of the car. Built by McDowell-Wellman in March, 1973, the WECX 301 has a capacity of 1,200,000 pounds and extends to 135 feet-8 inches when fully loaded. It rides on eight trucks in a 6-6-6-6-4 plus 4-6-6-6 wheel arrangement. The load, which is usually a huge Westinghouse capacitor or reactor, is slung between the ends of the car to lower the center of gravity. The car is articulated. Both ends pivot to allow it to take curves. Special planning and routing must be set up when it moves under load. This one headed south, I am guessing over L&N.

WHEN the Brotherhood of Locomotive Engineers declared war, so to speak, on the Federal Railroad Administration's Office of Safety over the reduction in the number of Federal locomotive inspectors, it asked for reports from members on the inspection results in their particular areas. Of course, reports flooded in. Two of the latest tell of locomotives left outside in bitter cold, which freezes the sanders, impairs the sanders, and thus makes switching difficult. Automatic brake valves are reported so hard to operate that each takes "two hands." Engines run out of fuel before they are taken to the enginehouse. One engineer saw Federal inspectors only once in the entire year of 1973!

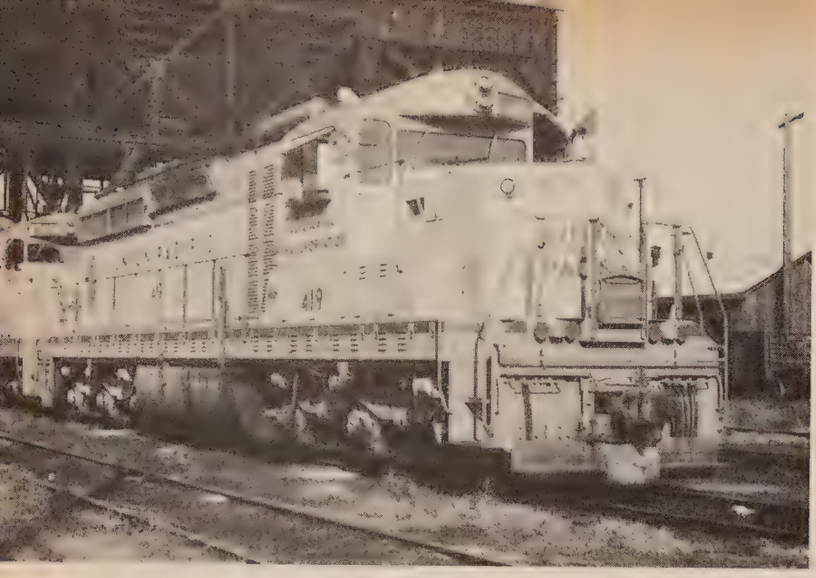
PENN CENTRAL'S Research Department has found use of Fiberglass pads in anti-pollution and waste liquid collection systems cuts cost over similar metal installations by 60 percent. After the area to be covered has been graded, fine sand is rolled on top to provide a firm surface, and Fiberglass matting is laid on that. Then Polyester resin is applied over the Fiberglass and the pad reaches maximum hardness in four hours. Plastic pipe and galvanized gutters are used for drain troughs. The installation collects fuel oil and other pollutants which drip or are spilled during fueling activities in engine-service areas. Three PC locations have the Fiberglass pads: Collinwood (Cleveland), Columbus, Ohio, and Selkirk (Albany, N.Y.) Repairs are made by simply cutting out the damaged portion of the mat and replacing it with another piece. PC also has both concrete and metal pan-collector systems at other high-volume installations.

THIS MONTH let's look at EMD's SD-24, the big 2400-hp C-C that was EMD's first supercharged unit, also the first to offer the low-nose styling as an option, back in 1958. The SD-24 looks very much like previous SD-7 and SD-9, except for the turbocharger stack and a curious semicircular bulge behind the cab on the left side only. The latter has been called the "turbocharger bulge," but in reality it covers two rotary blowers: the traction motor blower and the main engine blower. Both of these had to be moved off-center to allow for the addition of the turbocharger over the prime mover, and there wasn't any place to go but out the side of the hood.

Another feature of the SD-24 is the placement of air reservoirs on the roof, along with attendant piping, which gives the roofline a cluttered look. SD-24's are found in both high and low nose configurations. Most of them are low-nosed, with the Santa Fe's 80 and all but one of the Union Pacific's being built that way. Demonstrators 7200, 7201, and 7202 showed the low-nose, while 5579, the very first SD-24 built, showed the high. Union Pacific bought all the demonstrators, and the 5579 became the UP 448, the system's only high-nosed SD-24.

The SD-24 is found primarily west of Chicago, except for the Southern's 48 units. Southern broke them in on its roughest haul, the CNO&TP main from Cincinnati to Oakdale, Tenn., formerly known as the "Rathole Division" because of the numerous short tunnels. Out of Cincinnati's Gest Street yards the SD-24's were used in sets of three

Santa Fe SD-26 No. 4633, rebuilt at San Bernardino in January, 1973, began her life as SD-24 No. 933. Loco is shown at Needles, Calif., the following month.
Photograph by Mac Moore



Union Pacific 419 typifies the stock lo-nosed SD-24 as operated on UP and ATSF at Grand Island, Neb., Aug. '60.
R.L. Schmeling Collection

Union Pacific hi-nose SD-24 switching at North Platte, Neb., September, '70. She is ex-Demo 5579 and is the only high-nose SD-24 on UP, and first built for the line.
Photograph by John Gwinn

and four, sometimes spliced by F units or rare F-M Trainmasters. Today, the SD-24's are still running here, but are normally used between SD-35's, SD-45's, or SD-40-2's.

Only five roads bought the SD-24, all domestic; but 224 units were sold, mostly to Union Pacific and ATSF. It is interesting to note that the demos 7200-7202 were demonstrated in Southern Pacific numbers and paint style, but SP never bought the model. Roster: ATSF 900-979 (renumbered 4500-4579); CB&Q 500-515 (now Burlington Northern 6240-6255); Kennecott Copper 904, the last SD-24 built (in March, 1963) and the only unit without dynamic brakes; Southern 2502-2524, (CNO&TP) 6305-6325, (NO&NE) 6950-6953, and Union Pacific 400-448. Union Pacific has the only SD-24B's (cabless boosters) ever built, 400B-444B. Naturally, with no cabs, the B's have high short hoods.

Three of the five roads introduced new paint schemes with their SD-24's: the ATSF brought out the big six-foot "Santa Fe" on blue, after the first 15 units had been delivered in black with white stripes. CB&Q painted theirs Chinese red and gray, now of course adapting BN colors, while Southern changed to black with gold and white bands. Union Pacific experimented with at least two of its units, the 410 got a new set of air intakes to test filtration equipment, and as we have seen in a past issue, 423 has been used as a test bed with new prime mover, and is now SD-24M No. 3399.

In January, 1973, Santa Fe began an extensive rebuilding of its 80 SD-24's at San Bernardino Shops. New model 645 "power packs" are replacing the 16-cylindered 567D3 prime movers. This involves placing the new assembly and liner into the old block. Generators and traction motors are rebuilt, and the units are getting a new DC electrical system identical to the SD-39 setup. Farr paper air filters are added, which affects the unit's outward appearance. The louvres in the hood side behind the cab are blanked and a new air intake is located high on the hood side at the roofline. The resulting bulge in the roof displaced the forward set of air reservoirs, which were moved back along the roof. Two tanks are now located over the dynamic brake grids and two above the radiator area. The numbers have been changed on the rebuilt units—from 4500-series to 4600. ATSF calls the new units "SD-26's" and rates them at 2625 hp. The first unit to be rebuilt was the 4633, ex-4533, previously 933. As of last January, better than 30 units had been rebuilt. When all 80 are completed, Southern will own the largest fleet of stock SD-24's.

RUMORS from a good source say that all F units of B&O will be gone by the end of this year and that a new order is in the works for SD-40-2's. I have heard also that the first GP-30 to get repainted into the new Chessie colors has been completed in Cumberland. The first week of March produced a sharp-looking visitor on B&O rails in Cincinnati, namely, Precision National GP-9 No. 1703. This green-and-yellow unit is ex-C&O 6075, rebuilt in kind at Paducah, Ky., and leased to B&O by Precision. Reports have it that another PNC unit also is on the B&O, a 1500-series GP-7. I don't have details, but am told to expect these units on Jersey Central shortly.

E. B. KRAMER, 420 7th Street S.W., Oelwein, Iowa, sent me a clipping from his local paper, dated March 23rd, showing new Chicago & North Western SD-40-2's 6817 and 6821 leaving EMD's plant at La Grange, Illinois. EMD claims each unit can haul one ton of freight five miles on level track for each ounce of fuel consumed. One SD-40-2 produces enough horsepower to provide electricity for 320 average homes. Mr. Kramer, by the way, wants to hear from anyone who could supply a good photo of the Central of Georgia train *Nancy Hanks*.

WILL the Ocean City Western get rolling? According to the *Cumberland* (Md.) *Evening Times* for March 5th, a three-man corporation called Historic Railroads, Inc., will re-open a closed Penn Central branch from Berlin, Md., to the Ocean City beach resort for both tourist and freight traffic. According to the report, they have a steam locomotive from the Mobile & Gulf and a diesel purchased from the Maryland Port Authority (Baltimore). Other rolling stock includes two Penn Central coaches, vintage of about 1920. I know this line. In 1950 I watched a Pennsy H-9 2-8-0 pick up a reefer loaded with fish from a cannery on the shores of the Sinepuxent Bay, which is where the track ends. Good luck!

HERE'S A RARITY. A 1921 diesel locomotive is for sale in Denmark! She is M-1 of the Helsinger-Hornbaek-Gilleleje Railway (HHGB) and was built by ASEA-DEVA of Sweden in 1921, shop No. 17. She's a wood-body, double-cab, motor-car configuration on two four-wheeled trucks, and contains a 6-cylinder prime mover. There is room for freight and mail in the body of the engine. If interested, contact Helsinger Railway Club, C/O Svend Jorgensen, Blichersvej 3, 3000 Helsinger, Denmark.

A NEW diesel-electric commuter locomotive—designed for high-speed mass transportation service—has been introduced by Electro-Motive Division of General Motors. This model, the F40C, is rated at 3,200 hp and is a six-axle, six-motor unit powered by a turbocharged, 16-cylinder engine. It is modified to accommodate an engine-

Southern SD-24 No. 2523 shows characteristic blower bulge behind cab as she lays over in Ludlow, Ky., in June, 1969.
Photograph by Don Dover

shaft-driven, 500 kw auxiliary power system to provide AC power for train lighting, heating, and air-conditioning. See the photograph below.

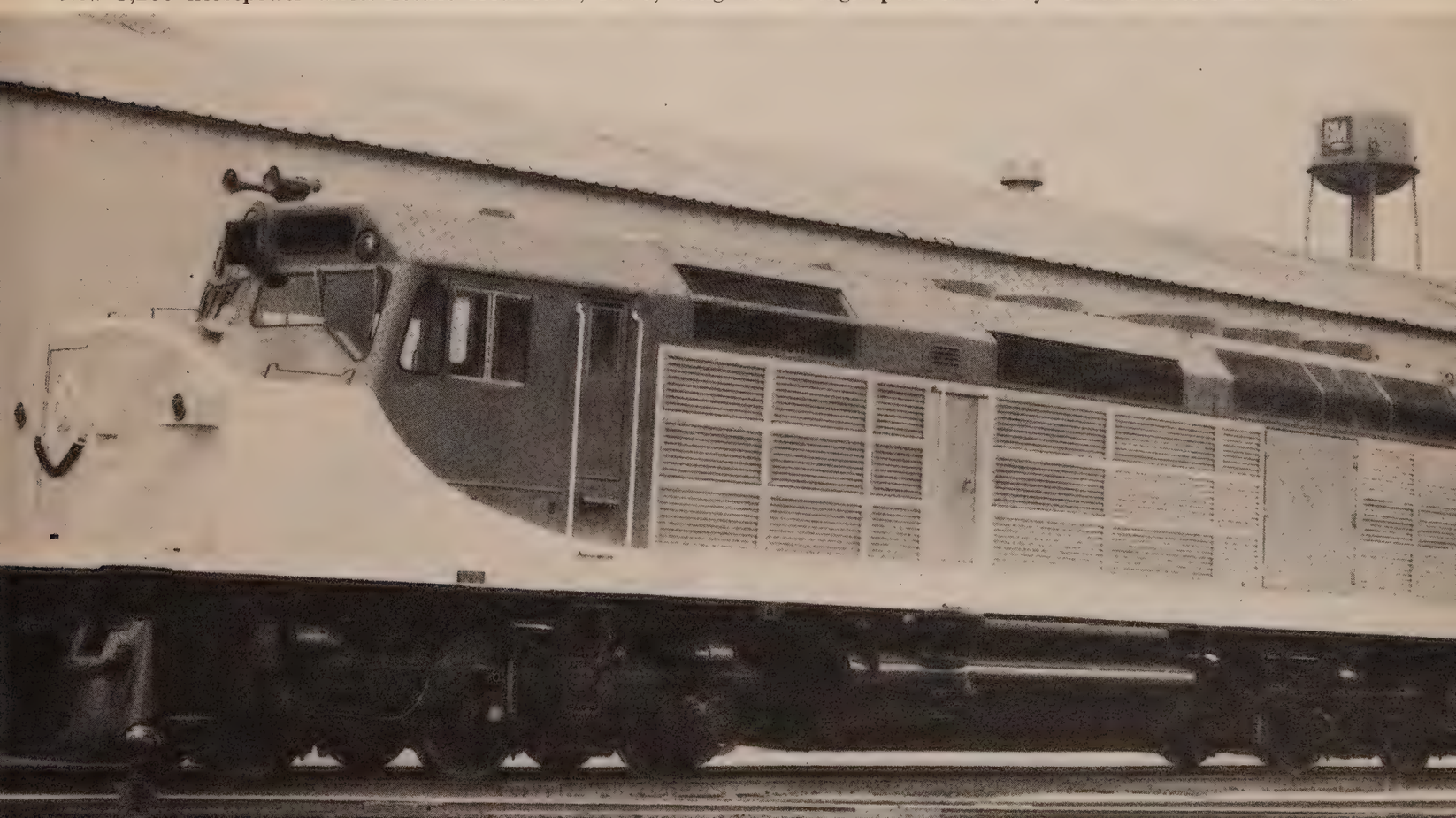
"A choice of four gear ratios provides a range of maximum speeds of from 65 to 103 miles per hour to meet individual requirements of metropolitan commuter systems," says Harold L. Smith, vice president of GM and general manager of Electro- Motive. 'The new model also incorporates latest advances in diesel engine pollution-control improvements and offers, as a modification, special noise-reduction features embodying main propulsion engine exhaust silencer and cooling-fan modifications. Additional carbody acoustical treatment to further reduce noise emissions also is available."

Thirteen F40C units are being delivered to the Northwest Suburban Mass Transit District to run between Chicago and Elgin over the Milwaukee Road's west line under a lease agreement. The first unit entered service on April 6th. Shortly afterward, two others were delivered to the North Suburban Mass Transit District for operation over the same railroad's north line between Chicago and Fox Lake, Illinois.

The new loco has a total length of 68 feet, 10 inches, over the coupler faces and a height of just over 15 feet, 7 inches. Its total weight, loaded on rails, is about 360,000 pounds. The basic unit is equipped with a 3,200 gallon fuel tank.

SEND diesel news to me at 821 Clearfield Lane, Cincinnati, Ohio 45240. I'll use whatever space permits.

New 3,200 horsepower diesel-electric locomotive, F40C, designed for high-speed service by General Motors EM Division.



Gulf, Mobile & Ohio 1900, model 4-S, 1500 hp., constructed by Ingalls Shipyard, at Pasgaoula, Miss., in 1946, was the only diesel loco ever built by this shipyard, but is no longer in service. She is shown at Mobile, Ala., in Aug. '63

Wilbur T. Golson, 1324 Marque Dr., Baton Rouge, La. 70815

GULF, MOBILE & OHIO RAILROAD

Final Motive Power Roster Compiled by Sy Reich

GM&O Road Numbers	ICG Road Numbers	HP	Builder	Builder's Model	Whl Arngt	Tractive Effort	Weight	Date	Notes
10-13	1030-1033	1000	Alco-GE	S2	B-B	57,800	231,100	1944	1
14-17	1034-1037	1000	Alco-GE	S2	B-B	57,800	231,100	1944	1
18-19	1038-1039	1000	Alco-GE	S2	B-B	57,800	231,100	1944	1
20-23	1040-1043	1000	Alco-GE	S2	B-B	57,800	231,100	1945	1
24	1044	1000	Alco-GE	S2	B-B	57,800	231,100	1945	1
50	1251	1000	Alco-GE	RS-1	B-B	60,800	243,000	1945	2
51-53	1252-1253, ——	1000	Alco-GE	RS-1	B-B	60,800	243,000	1945	2,3
54-58	——,1256-1259	1000	Alco-GE	RS-1	B-B	60,800	243,000	1945	2,3
59	1260	1000	Alco-GE	RS-1	B-B	60,800	243,000	1945	2
100	4005	2000	GM-EMD	E7A	A1A-A1A	52,000	307,260	1946	
100A	4050	1800	GM-EMC	EA	A1A-A1A	52,000	334,900	1937	4
101,101A	4006,——	2000	GM-EMD	E7A	A1A-A1A	52,000	307,260	1945	5
102,102A, 103,103A	——,4009, 4010-4011	2000	GM-EMD	E7A	A1A-A1A	52,000	305,070	1945	5
270-271	——	2000	Alco-GE	PA-1	A1A-A1A	?	?	1940	8
272	——	2000	Alco-GE	PA-1	A1A-A1A	?	?	1943	8
280-281	——	2000	BW	DR6-4-2000	A1A-A1A	?	?	1947	5
290-291	——	2000	Alco-GE	PA-2	A1A-A1A	59,000	316,200	1946	8
292	——	2000	Alco-GE	PA-2	A1A-A1A	59,000	316,200	1947	6,8
500-516	2250-2266	2250	GM-EMD	GP30	B-B	64,400	257,500	1962-3	
517-519	2267-2269	2250	GM-EMD	GP30	B-B	64,400	257,500	1963	
520-530	2270-2272, ——,2273-2279	2250	GM-EMD	GP30	B-B	64,400	257,500	1963	7
601-609	2500-2508	2500	GM-EMD	GP35	B-B	64,400	257,500	1964	
610	2509	2500	GM-EMD	GP35	B-B	64,400	257,500	1964	
611-612	2510-2511	2500	GM-EMD	GP35	B-B	64,400	257,500	1964	
613-622	2512,——, 2513-2520	2500	GM-EMD	GP35	B-B	64,400	257,500	1964	7

Roster is based on data from ICG's mechanical engineer and GM-EMD's manager of Southwestern Region. It is accurate as of September 14, 1973. Tractive effort and weight are in pounds. GM&O locomotives had no classes. ICG means, of course, Illinois Central Gulf Railroad.

Locomotive builders: Alco-GE, American Locomotive Co.-General Electric Co.; GM-EMD, General Motors-Electro Motive Div., GM-EMC. General Motors-Electro Motive Corp.: BW, Baldwin-Westinghouse; Alco, American Locomotive Co.

(1) 10-24 were originally Alton 10-24, then GM&O 10-24.

(2) 50-59 were originally Alton 50-59, then GM&O 50-59.

(3) 53-54 rebuilt by Ry. Supply Co. with EMD engines and generators from E7A's, renumbered 1130, 1133 (1972).

(4) 100A was originally Baltimore & Ohio 52 (1st), then Alton 100A, then GM&O 100A, then rebuilt by GM-EMD to an E8A with 2000 hp (3/53). Weight and tractive effort shown are as rebuilt.

(5) The following units were scrapped: 101A, 102, 280-281.

(6) 292 was originally Freedom Train 1776, then GM&O 292.

(7) The following units were retired: 523, 614, 642, 648, 1504, 1506, 1516.

(8) The following units were traded to GM-EMD: 270-272, 290-292, 661-664, 700, 701-754 (1st), 801A, 802A,B, 803B, 804A,B, 805B, 808A, 809A, 812B, 813A, 881A,B-882A,B, 1523, 1900, B1-B37, B60-B74, B80-B82.

(9) 950 was originally GM-EMD demonstrator

623-624	2521-2522	2500	GM-EMD	GP35	B-B	64,400	257,500	1964	
625-636	2523-2534	2500	GM-EMD	GP35	B-B	64,400	257,500	1964	
637-648	2535-2540, ——,2541-2544	2500	GM-EMD	GP35	B-B	64,400	257,500	1965	7
661-664	——	660	Alco-GE	S1	B-B	49,750	199,000	1940	8
700-701-728 (1st)	——	1500	Alco-GE	FA-1	B-B	60,000	242,600	1946	8
729-733 (1st); 734-739; 740-754 (1st)	——	1500	Alco-GE	FA-1	B-B	60,000	242,600	1946-7	8
701-720 (2nd)	9520-9539	2000	GM-EMD	GP38	B-B	63,500	254,000	1969	
721-733 (2nd)	9540-9552	2000	GM-EMD	GP38AC	B-B	63,500	254,000	1971	
740-754 (2nd)	9560-9574	2000	GM-EMD	GP38-2AC	B-B	63,500	254,000	1972	
800A,B-806A,B	1600-1601, ——,1602, ——,——, 1603,——, ——,——, 1604,——, 1605-1606	1500	GM-EMD	F3A	B-B	56,600	226,400	1946	8
807A,B-810A,B, 811A	1607-1608, ——,1609, ——,1610-1613	1500	GM-EMD	F3A	B-B	56,600	226,400	1947	8
811B,812A,B, 813A	1614-1615, ——,——	1500	GM-EMD	F7A	B-B	57,800	231,200	1949	8
880A,B-882A,B	1616-1617, ——,——, ——,——,	1500	GM-EMD	F3A	B-B	59,200	236,600	1946	8
883A-885A	1618-1620	1500	GM-EMD	F3A	B-B	59,200	236,600	1947	
901-912	6050-6061	3000	GM-EMD	SD40	C-C	94,000	376,200	1966	
913-921	6062-6070	3000	GM-EMD	SD40	C-C	94,000	376,200	1966	
950	6071	3000	GM-EMD	SD40X	C-C	96,600	386,500	1964	9
1001	1050	1000	Alco-GE	S2	B-B	57,500	230,000	1941	
1002-1003	1051-1052	1000	Alco-GE	S2	B-B	57,500	230,000	1941	
1004	1053	1000	Alco-GE	S2	B-B	57,500	230,000	1942	
1005	1054	1000	Alco-GE	S2	B-B	57,500	230,000	1942	
1006-1007	1055-1056	1000	Alco-GE	S2	B-B	57,500	230,000	1944	
1008-1009	1057-1058	1000	Alco-GE	S2	B-B	57,500	230,000	1946	
1010-1011	1059-1060	1000	Alco-GE	S2	B-B	57,500	230,000	1946	
1012	1061	1000	Alco-GE	S2	B-B	57,500	230,000	1946	
1051	1261	1000	Alco-GE	RS-1	B-B	60,800	243,000	1948	10
1052	1262	1000	Alco-GE	RS-1	B-B	60,800	243,000	1950	10
1053	1263	1000	Alco-GE	RS-1	B-B	60,800	243,000	1948	10
1054	1264	1000	Alco-GE	RS-1	B-B	60,800	243,000	1950	10
1055	1265	1000	Alco-GE	RS-1	B-B	60,800	243,000	1950	10
1102	1266,	1000	Alco-GE	RS-1	B-B	61,900	247,500	1944	11
1103-1104	——,1268	1000	Alco-GE	RS-1	B-B	61,900	247,500	1944	12
1105-1107	1269,——, 1271	1000	Alco-GE	RS-1	B-B	61,900	247,500	1945	11,13
1108-1109	1272-1273	1000	Alco-GE	RS-1	B-B	61,900	247,500	1945	
1110	——	1000	Alco-GE	RS-1	B-B	61,900	247,500	1945	12
1111-1112	1275-1276	1000	Alco-GE	RS-1	B-B	61,900	247,500	1946	
1113	1277	1000	Alco-GE	RS-1	B-B	60,800	243,000	1947	
1114-1115	1278-1279	1000	Alco-GE	RS-1	B-B	60,800	243,000	1947	
1116-1117	1280-1281	1000	Alco-GE	RS-1	B-B	60,800	243,000	1947	11
1120	1282	1000	Alco-GE	RS-1	B-B	60,800	243,000	1948	
1121-1122	1283-1284	1000	Alco-GE	RS-1	B-B	60,800	243,000	1949	11
1123-1125	1285-1287	1000	Alco-GE	RS-1	B-B	60,800	243,000	1949	
1126	1288	1000	Alco-GE	RS-1	B-B	60,800	243,000	1949	
1127	1289	1000	Alco-GE	RS-1	B-B	60,800	243,000	1949	
1130	1130	1000	Alco-GE	RS-1	B-B	60,800	243,000	1945	3
1131	1131	1000	Alco-GE	RS-1	B-B	61,900	247,500	1945	12
1132	1132	1000	Alco-GE	RS-1	B-B	61,900	247,500	1944	12
1133	1133	1000	Alco-GE	RS-1	B-B	60,800	243,000	1945	3
1200	——	1800	GM-EMC	EB	B-B	?	?	1935	14
1501-1504	1501-1503, ——	1500	Alco-GE	RS-2	B-B	59,300	237,000	1948	7
1505-1508	1505,——, 1507,——	1500	Alco-GE	RS-2	B-B	59,300	237,000	1949	7,13
1509-1510	1509-1510	1500	Alco-GE	RS-2	B-B	59,300	237,000	1949	
1511-1514	——,1512-1513,——	1500	Alco-GE	RS-2	B-B	59,300	237,000	1949	13
1515-1518	1515,——, ——,1518	1600	Alco-GE	RS-3	B-B	61,400	245,600	1950	7,13
1519-1521	1519-1521	1600	Alco-GE	RS-3	B-B	62,300	249,000	1951	
1522-1523	1522,——	1600	Alco-GE	RS-3	B-B	62,100	248,300	1952	8
1900	——	1500	Ingalls	CA-6	B-B	?	?	1946	8,15
B1-B5	——	1500	Alco-GE	FB-1	B-B	60,000	242,000	1946	8
B6-B8	——	1500	Alco-GE	FB-1	B-B	60,000	242,000	1946	8
B9-B24	——	1500	Alco-GE	FB-1	B-B	60,000	242,000	1947	8
B25	——	1500	Alco-GE	FB-1	B-B	60,000	242,000	1947	8
B26-B29	——	1500	Alco-GE	FB-1	B-B	60,000	242,000	1949	8
B30-B33	——	1600	Alco-GE	FB-1	B-B	60,000	242,000	1950	8
B34-B37	——	1600	Alco	FB-2	B-B	60,000	242,000	1955	8
B60-B64	——	1500	GM-EMD	F3B	B-B	57,500	230,000	1947	8
B65-B70	——	1500	GM-EMD	F7B	B-B	57,500	230,000	1949	8
B71-B74	——	1500	GM-EMD	F7B	B-B	57,500	230,000	1950	8
B80-B82	——	1500	GM-EMD	F3B	B-B	57,500	230,000	1947	8

434 (SD40 on an SD35 underframe), then GM&O 950 (1966).

(10) 1051-1055 were originally Illinois Terminal 1051 ,1056, 1053-1055; then GM&O 1051-1055 (11/69, 3/70, 3/70, 3/70, 3/70).

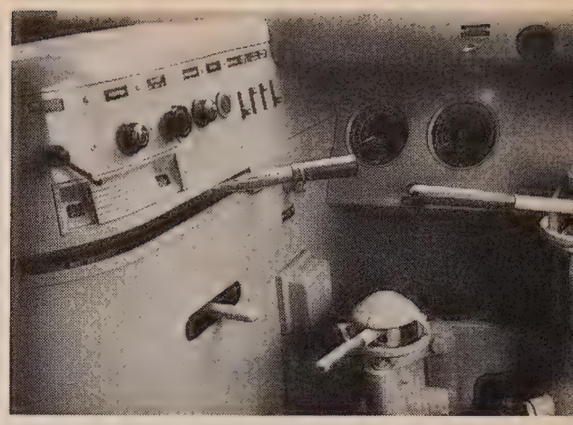
(11) 1102, 1105 1116, 1121 renumbered 1266, 1269, 1280, 1283.

(12) 1110, 1103 rebuilt by Rv. Supply Co. with EMD engines and generators from E7A's, renumbered 1131-1132 (1972).

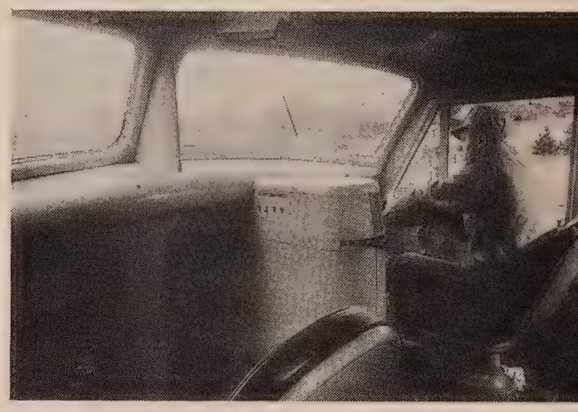
(13) ICG retired the following units: 1106, 1508, 1511, 1514, 1517.

(14) 1200 was originally B&O 50, then Alton 50, then Alton 100 (1st), then Alton 1200, then GM&O 1200; retired (1/31/57), sold to Hyman-Michaels, then to National Museum of Transport.

(15) 1900 was originally Ingalls demonstrator 1500, then GM&O 1900. ●



(Above) Instrument panel of 1500-hp GM&O Alco road diesel. (Below) Cab arrangement of same diesel locomotive.



Roster Corrections

ALTHOUGH our complicated Great Northern roster (April '74) is an excellent job of typesetting, a few slips did occur. Wheel arrangement of unit 5312-5336 should be B-B. The F9 listing is for units 470B,C, 472B,C, and 474B,C, not 470B,C, 472B,C-474BB,C. In the freight-type diesel renumbering and disposition section, no dispositon should be listed for 375C-376C. The disposition of units 380, 382B-385B should be BN 9709, 9727, 9745, 9747, 9749.

Note 22 should read: 2000-2035 were rebuilt from 402A,B,C,D, 404A,B,C,D, 406A,B,C,D, 408B,C,D, 416A,B,C, 412D, 426D, 403B, 418C, 248A, 414A,D, 255B, 401D, 400A,D, 403A, 405A,C,D, 410D, 428A, 249A. Note 26 should read: 3000-3016 were rebuilt from 248B, 401A,B, 405B, 408A, 412A, 418A, 420D, 422A,D, 424A,B,D, 426A,B, 428C,D, but not in that order. The date (3/17/65) should be removed following the date (3/17/65) from the last line of note 53.

New data comes from George Arnott and Willard Edson for our Michigan Short Lines roster (March '74). Note 1 should read: AA 1 was sold to Dundee Cement (10/65), renumbered 951901; then sold to George Everett, Jr., who operates it on the Toledo, Lake Erie & Western. Note 30 should read: M&HM 18-23, 29, 32-35 were originally LS&I 18-23, 29, 32-35; then M&HM 18-23, 29, 32-35. M&HM 32 was sold to U.S. Air Force. M&HM 33 was sold to Hocking Valley Scenic Railroad, renumbered 33. M&HM 34 was sold to Illini Railroad Museum.—Sy Reich. ●

Wayne Bridges, RR1, Box 282A, Delavan, Ill.

Old meets new on Illinois Central Gulf as Amtrak northbound Turboliner No. 302 waits for the *Weekender* to clear loading area at the Bloomington, Ill., depot on a beautiful day in Oct. 1973.

MISSOURI SHORT LINES

Locomotive Roster Compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Alton & Southern Railway									
——	28-30	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1,43
——	31	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1,43
——	32; 33 (1st); 34-35	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1,43
——	36-38	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1,43
——	39	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1,43
——	40-41	1500	Alco-GE	RS-2	B-B	75,500	251,640	1948	1,43
——	42	1500	Alco-GE	RS-2	B-B	75,500	251,640	1948	1,43
——	33 (2nd)	1500	Alco-GE	RS-2	B-B	62,500	250,000	1949	5,43
——	43	1600	Alco-GE	RS-3	B-B	78,000	247,900	1950	43
——	44	1600	Alco-GE	RS-3	B-B	78,000	248,830	1953	43
——	45	1600	Alco Pr.	RS-3	B-B	62,120	248,490	1956	43
——	46-48	1500	Alco-GE	RS-2	B-B	?	?	1948	1,2,43
——	49	1500	Alco-GE	RS-2	B-B	?	?	1948	1,2,43
——	50	1500	Alco-GE	RS-2	B-B	?	?	1948	1,3,43
——	51	1500	Alco-GE	RS-2	B-B	?	?	1949	1,4,43
——	52	1500	Alco-GE	RS-2	B-B	?	?	1948	1,4,43
——	53	1500	Alco-GE	RS-2	B-B	?	?	1949	1,4,43
——	54	1500	Alco-GE	RS-2	B-B	?	?	1949	1,4,43
——	1034-1036	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1,43,44
——	1037	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1,43,44
——	1038	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1,43,44
——	1039-1040	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1,43,44
——	1041-1043	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1,43,44
——	1044	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1,43,44
——	1045	1500	Alco-GE	RS-2	B-B	?	?	1948	1,3,43,44
——	1046	1500	Alco-GE	RS-2	B-B	?	?	1948	1,2,43,44
——	1047-1048	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1,43,44
——	1049-1050	1500	Alco-GE	RS-2	B-B	?	?	1948	1,2,43,44
——	1051	1500	Alco-GE	RS-2	B-B	?	?	1948	1,4,43,44
——	1052	1500	Alco-GE	RS-2	B-B	75,500	251,640	1948	1,43,44
——	1053	1500	Alco-GE	RS-2	B-B	62,500	250,500	1949	5,43,44
——	1054	1500	Alco-GE	RS-2	B-B	?	?	1948	1,2,43,44
——	1055	1500	Alco-GE	RS-2	B-B	?	?	1949	1,4,43,44
——	1056	1500	Alco-GE	RS-2	B-B	?	?	1949	1,4,43,44
——	1057	1500	Alco-GE	RS-2	B-B	?	?	1949	1,4,43
——	1058	1600	Alco-GE	RS-3	B-B	78,000	247,900	1950	43,45
——	1059	1600	Alco-GE	RS-3	B-B	78,000	248,830	1953	43,44
——	1060	1600	Alco	RS-3	B-B	62,120	248,490	1956	43,44
——	1500-1505	1500	GM-EMD	SW1500	B-B	41,700	265,000	1969	
——	1506-1511	1500	GM-EMD	SW1500	B-B	41,700	265,000	1970	
——	1512-1517	1500	GM-EMD	SW1500	B-B	41,700	265,000	1971	
Bevier & Southern Railroad (*owns no motive power*)									
Illinois Terminal Railroad									
——	700-703	1000	Alco-GE	S2	B-B	69,000	230,000	1948	7
——	704-705	1000	Alco-GE	S2	B-B	69,000	230,000	1948	7
——	706-711	1000	Alco-GE	S2	B-B	69,000	230,000	1950	7
——	725	800	GM-EMD	SW8	B-B	56,640	229,900	1950	6
——	751-753	1000	Alco-GE	RS-1	B-B	72,900	243,400	1948	8
——	754	1000	Alco-GE	RS-1	B-B	73,020	243,400	1950	8
——	755-756	1000	Alco-GE	RS-1	B-B	73,020	243,400	1950	8
——	775-786	1200	GM-EMD	SW1200	B-B	60,950	243,080	1955	9
ES 8	801	800	GM-EMD	SW8	B-B	57,500	230,000	1950	6
AS 10	1001-1004	1000	Alco-GE	S2	B-B	69,000	230,000	1948	7
AS 10	1005-1006	1000	Alco-GE	S2	B-B	69,000	230,000	1948	7
AS 10a	1007-1012	1000	Alco-GE	S2	B-B	69,000	230,000	1950	7
ARS 10	1051-1053	1000	Alco-GE	RS-1	B-B	72,900	243,000	1948	8
ARS 10a	1054	1000	Alco-GE	RS-1	B-B	73,020	243,400	1950	8
ARS 10a	1055-1056	1000	Alco-GE	RS-1	B-B	73,020	243,400	1950	8
ES 12	1201-1212	1200	GM-EMD	SW1200	B-B	72,020	248,080	1955	9
ERS 15	1501-1502	1500	GM-EMD	GP7	B-B	61,442	245,769	1953	10
ERS 15a	1503-1504	1500	GM-EMD	GP7	B-B	61,223	244,890	1954	10
ERS 15b	1505-1506	1500	GM-EMD	GP7	B-B	61,058	244,230	1953	10
EF 15	1507	1500	GM-EMD	F7B	B-B	60,150	240,600	1949	11
EF 15a	1508	1500	GM-EMD	F7B	B-B	58,295	233,179	1950	11
ES 15	1509-1515	1500	GM-EMD	SW1500	B-B	63,604	258,900	1970	
——	1600-1601	1500	GM-EMD	GP7	B-B	61,442	245,769	1953	10
——	1602-1603	1500	GM-EMD	GP7	B-B	61,223	244,890	1953	10
——	1604-1605	1500	GM-EMD	GP7	B-B	61,058	244,230	1953	10
ERS 23	2301-2306	2300	GM-EMD	SD39	C-C	93,246	387,300	1969	
Joplin Union Depot (owns no locomotives)									
Kansas & Missouri Railway & Terminal (owns no locomotives)									
Kansas City Connecting Railroad									
——	13	600	GE	70-ton	B-B	41,300	139,000	1954	46
Kansas City Public Service Freight Operation									
——	1	500	Plymouth	65-ton	B-B	32,500	130,000	1936	13
——	2	300	GE	45-ton	B-B	22,500	90,000	1941	12
——	3	300	GE	45-ton	B-B	22,500	90,000	1943	47
——	1120	900	Alco	HH 900	B-B	59,825	239,300	1937	14
Kansas, Oklahoma & Gulf Railway (*final roster*)									
——	97-100	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	19
——	101-102	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	19
——	103-105	1500	GM-EMD	GP7	B-B	61,260	245,030	1952-3	19
——	570-571	1800	GM-EMD	GP28	B-B	65,825	263,300	1964	20
——	700-701	1800	GM-EMD	GP28	B-B	65,825	263,300	1964	20
——	801-804	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	19
——	805-806	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	19
——	807-809	1500	GM-EMD	GP7	B-B	61,260	245,030	1952-3	19
——	751-754	1500	GM-EMD	F7A	B-B	?	?	1949	20,21
——	755B-756B	1500	GM-EMD	F7B	B-B	?	?	1949	22
——	844-845	1500	GM-EMD	F7A	B-B	57,760	231,025	1949	21
——	846B-847B	1500	GM-EMD	F7B	B-B	57,245	228,980	1949	22
——	1001	1000	GM-EMD	NW2	B-B	61,140	244,560	1949	23
——	1027	1000	GM-EMD	NW2	B-B	61,140	244,560	1949	23

Missouri Roster Notes

Roster is based on data from TRRA's vice pres. and gen. mgr.; Proler International's secretary; Blue Diamond Coal's supply mgr.; TA&S' mechanical supt.; Weirton Steels supt. of transportation; Sidbec-Dosco's traffic dept.; W-W Ry.; Duval Sales traffic mgr.; ICG's gen. supt. motive power; C&K Coal's cost accountant; IT's president; KCT's master mechanic; GM-EMD's publication section; Manufacturers Railway's mechanical supt.; Big Rock Stone & Material's accountant; MP's asst. vice pres.-engineering; SJT's supt., and Belton's president.

Roster is accurate as of the third quarter, 1973. Tractive effort and weight are in pounds. For the purpose of our rosters, a short line railroad is defined as a common carrier listed in either the official Guide, the Pocket List of Railroad Officials, or both, with a route length less than 400 miles.

Locomotive builders: Alco-GE, American Locomotive Co.-General Electric Co.; Alco Pr., Alco Products; Alco, American Locomotive Co.; GM-EMD, General Motors-Electro Motive Div.; GE, General Electric Co.; GM-EMC, General Motors-Electro Motive Corp.; BW, Baldwin-Westinghouse; FM, Fairbanks-Morse; LH, Lima-Hamilton; BLHW, Baldwin-Lima-Hamilton-Westinghouse.

(1) These units upgraded to 1600 hp.

(2) A&S 46-49 were originally Union Railroad 604-606, 609; then A&S 46-49.

(3) A&S 50 was originally Youngstown & Northern 231, then A&S 50.

(4) A&S 51-54 were originally Union Railroad 612, 607, 610-611; then A&S 51-54.

(5) A&S 33 (2nd) was originally Texas Pacific-Missouri Pacific Terminal 23, then TP-MP 958, then Precision Engineering 958 (8/3/67), then A&S 33 (2nd).

(6) IT 801 was originally GM-EMD demonstrator 800, then IT 725 (1951), then IT 801.

(7) IT 1001-1012 were originally IT 700-711; then IT 1001-1012. IT 1001, 1003-1004, 1009, 1011 were traded to GM-EMD for new power. IT 1002, 1005-1008, 1010, 1012 sold jointly to George R. Silcott and Birmingham Rail & Locomotive. 1002, 1006, 1008 resold to Weirton Steel, renumbered 223, 225, 226. No. 1005 was resold to Boyle Co., then to Universal Atlas Cement. 1007 resold to United Ry. Supply, rebuilt, then resold to Dominion Steel & Coal, renumbered 1007. No. 1010 resold to the Washington-Western Railroad, renumbered 1010. No. 1012 resold to Duval Sales Corp., renumbered 1012.

(8) IT 1051-1056 were originally IT 751-756; then IT 1051-1056. IT 1051, 1053-1056 sold to Gulf, Mobile & Ohio, renumbered 1051-1055; then inherited by Illinois Central Gulf, renumbered 1051-1055. IT 1052 sold jointly to George R. Silcott and Birmingham Rail & Locomotive, then to C&K Coal Co., renumbered 58.

(9) IT 1201-1212 were originally numbered 775-786. IT 785 was rebuilt.

(10) IT 1600-1605 renumbered 1501-1506.

(11) IT 1507-1508 were originally Richmond, Fredericksburg & Potomac 1157, 1159; then Streigel Equipment 1157, 1159; then Precision Engineering 1157, 1159; then IT 1157, 1159; then IT 1507-1508, then traded to GM-EMD for new power (1969).

(12) KCPSFO 2 was originally Berrica Arsenal ?, then U.S. Army ?, then Columbia Steel & Shafting ?, then KCPSFO 2 (8/60).

(13) KCPSFO 1 was originally Joplin-Pittsburg 2003, then Fort Dodge, Des Moines & Southern 501, then Sonken-Galanka (not used) (12/56); then Kansas City & Westport Belt (KCPSFO) 1 (7/57). Finally been donated to Museum of Transport.

(14) KCPSFO 1120 was originally Youngstown & Northern 211, then Kansas City Southern 1120 (4/56), then KCPSFO 1120. Scrapped (7/65).

(15) KCT 40-44, 50-51, 54 sold to Prolerized Steel (8/12/64). One unit sold to George R. Silcott, then to Michael Schiavone & Sons.

(16) KCT 55, 60 scrapped (3/64). KCT 56 scrapped (8/64).

(17) KCT 61 rebuilt with 800 hp., 56,890 lbs. of tractive effort, 230,915 lbs. weight (12/5/52). Sold to George R. Silcott, then to Whistler Equipment, then to L.G. Everest Inc., renumbered 13346.

(18) KCT 52-53, 57-59 sold to Relco Equipment Co.

(19) KO&G 81-809 renumbered KO&G 97-105, then Texas & Pacific 97-105 (4/1/70). These units upgraded to 1600 hp.

(20) KO&G 753-754 rebuilt to GP28's KO&G 700-701, then renumbered KO&G 570-571, then T&P 570-571 (4/1/70), then T&P 850-851.

(21) KO&G 751-752 renumbered KO&G 844-845. KO&G 844 became T&P 844 (4/1/70), then traded to GM-EMD (3/2/71). KO&G 845 traded to GM-EMD for MP GP35's. These units upgraded to 1600 hp.

(22) KO&G 755B-756B renumbered KO&G 846B-847B, then T&P 846B-847B (4/1/70). T&P 846B traded to GM-EMD (12/16/71). T&P 847B traded to GM-EMD (2/9/72). These units upgraded to 1600 hp.

Kansas City Terminal Railway

40	40	660	Alco-GE	S1	B-B	58,200	194,000	1940	15
40	41-43	660	Alco-GE	S1	B-B	59,400	198,000	1941	15
40	44	660	Alco-GE	S1	B-B	59,400	198,000	1941	15
50	50	900	Alco	HH 900	B-B	69,000	230,000	1938	15
50	51	1000	Alco-GE	S2	B-B	69,000	230,000	1940	15
50	52	1000	Alco-GE	S2	B-B	69,000	230,000	1940	18
50	53-57	1000	Alco-GE	S2	B-B	69,000	230,000	1945	15,16,18
50	58-59	1000	Alco-GE	S2	B-B	69,000	230,000	1949	18
60	60-61	900	GM-EMC	NW	B-B	63,200	252,900	1938	16,17
70	70-79	1200	GM-EMD	SW1200	B-B	60,940	246,760	1964	

Manufacturers Railway

—	201-203	1000	Alco-GE	HH 1000	B-B	59,700	238,800	1940	24
—	204	1000	Alco-GE	S2	B-B	69,000	231,500	1940	
—	205-206	1000	Alco-GE	S2	B-B	69,000	231,500	1941	
—	207	1000	Alco-GE	S2	B-B	69,000	231,500	1942	
—	208	1000	Alco-GE	S2	B-B	69,000	231,500	1944	
—	209	1000	Alco-GE	S2	B-B	69,000	231,500	1945	
—	210	1000	Alco-GE	S2	B-B	69,000	231,500	1948	
—	211	1000	Alco-GE	S2	B-B	69,000	231,500	1948	
—	212	1000	Alco-GE	S4	B-B	69,000	231,500	1951	

Missouri-Illinois Railroad

—	51	1000	GM-EMD	NW2	B-B	61,585	246,340	1949	25
—	61	1500	Alco-GE	RS-2	B-B	58,230	232,920	1949	26
—	62	1600	Alco-GE	RS-3	B-B	61,210	244,840	1951	27
—	63	1600	Alco-GE	RS-3	B-B	61,210	244,840	1951	27
—	64	1600	Alco-GE	RS-3	B-B	61,210	244,840	1952	27
—	65-66	1600	Alco-GE	RS-3	B-B	61,210	244,840	1953	27
—	67	1600	Alco-GE	RS-3	B-B	61,210	244,840	1953	27
—	68	1600	Alco-GE	RS-3	B-B	61,210	244,840	1953	27
—	69-70	1600	Alco-GE	RS-3	B-B	61,210	244,840	1954	27
—	71-74	1600	Alco	RS-3	B-B	61,210	244,840	1955	27
—	960	1500	Alco-GE	RS-2	B-B	58,230	232,920	1949	26
—	961	1600	Alco-GE	RS-3	B-B	61,210	244,840	1951	27
—	962	1600	Alco-GE	RS-3	B-B	61,210	244,840	1951	27
—	963	1600	Alco-GE	RS-3	B-B	61,210	244,840	1952	27
—	964-965	1600	Alco-GE	RS-3	B-B	61,210	244,840	1953	27
—	966	1600	Alco-GE	RS-3	B-B	61,210	244,840	1953	27
—	967	1600	Alco-GE	RS-3	B-B	61,210	244,840	1953	27
—	968-969	1600	Alco-GE	RS-3	B-B	61,210	244,840	1953	27
—	970-973	1600	Alco-GE	RS-3	B-B	61,210	244,840	1954	27
—	1028	1000	GM-EMD	NW2	B-B	61,585	246,340	1949	25
—	1064	1500	Alco-GE	RS-2	B-B	58,375	233,500	1949	26
—	1065	1600	Alco-GE	RS-3	B-B	60,360	241,440	1951	27
—	1066	1600	Alco	RS-3	B-B	60,360	241,440	1955	27
—	1067	1600	Alco-GE	RS-3	B-B	60,360	241,440	1952	27
—	1069-1070	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	27
—	1072-1073	1600	Alco-GE	RS-3	B-B	60,360	241,440	1954	27
—	1079, 1081	1600	Alco	RS-3	B-B	60,360	241,440	1955	27
—	1091	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	27
—	1092	1600	Alco	RS-3	B-B	60,360	241,440	1955	27
—	1093	1600	Alco-GE	RS-3	B-B	60,360	241,440	1951	27
—	1095	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	27

St. Joseph Belt Railway

—	10	600	GM-EMC	SW	B-B	50,400	201,610	1938	28
—	11	600	GM-EMC	SW	B-B	50,400	201,610	1937	28
—	12	600	GM-EMD	SW1	B-B	48,010	192,050	1947	28
—	6006	600	GM-EMC	SW	B-B	50,400	201,610	1938	28
—	6007	600	GM-EMC	SW	B-B	50,400	201,610	1937	28
—	6008	600	GM-EMD	SW1	B-B	48,010	192,050	1947	28

St. Joseph Terminal Railroad

—	1-2	600	GM-EMD	SW1	B-B	47,928	191,710	1950	
—	3	600	GM-EMC	SC	B-B	62,000	248,000	1936	48

Terminal Railroad Association of St. Louis

E-6	501-504	600	GM-EMD	SW1	B-B	49,950	199,500	1940	29
E-6	505-508	600	GM-EMD	SW1	B-B	49,950	197,300	1947	29
A-6	521-522	660	Alco-GE	S1	B-B	59,688	198,960	1941	30
A-6	523-524	660	Alco-GE	S1	B-B	49,755	199,020	1941	30
B-6	531-532	660	Baldwin	VO 660	B-B	61,194	203,980	1940	31
B-6	533-534	660	Baldwin	VO 660	B-B	49,256	197,520	1942	31
E-10	551-552	1000	GM-EMD	NW2	B-B	62,625	250,500	1940	32
E-10	553-555	1000	GM-EMD	NW2	B-B	62,588	250,350	1941	32
E-10	556-557	1000	GM-EMD	NW2	B-B	61,925	247,700	1943	32
E-10	558-563	1000	GM-EMD	NW2	B-B	62,285	249,140	1947	32
E-10	564-567	1000	GM-EMD	NW2	B-B	62,135	248,540	1940	32
A-10	569-570	1000	Alco-GE	S2	B-B	58,425	230,700	1949	33
A-10	571-573	1000	Alco-GE	S2	B-B	58,225	232,900	1941	33
A-10	574-578	1000	Alco-GE	S2	B-B	57,985	231,900	1942	33
A-10	579-588	1000	Alco-GE	S2	B-B	57,675	230,700	1944	33
A-10	589-590	1000	Alco-GE	S2	B-B	57,750	231,000	1949	33
B-10	591-592	1000	Baldwin	VO 1000	B-B	71,130	237,100	1941	34
B-10	593-595	1000	Baldwin	VO 1000	B-B	71,130	237,100	1941-2	34
B-10	596	1000	Baldwin	VO 1000	B-B	70,878	236,260	1942	34
B-10	597-598	1000	Baldwin	VO 1000	B-B	72,660	242,200	1944	34
B-10	599-601	1000	Baldwin	VO 1000	B-B	72,660	242,200	1944	34
B-10	602-603	1000	BW	DS 4-4-1000	B-B	57,375	229,500	1949	34
F-10	700-701	1000	FM	ALT 100.6A	B-B	60,500	242,000	1947	35
F-10	702-703	1000	FM	ALT 100.6A	B-B	61,465	245,860	1949	35
L-12	1200-1205	1200	LH	Yd. switcher	B-B	62,625	250,500	1951	36
E-12	1206-1218	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	37
E-12	1219-1226	1200	GM-EMD	SW1200	B-B	62,000	248,000	1955	37
E-12	1227-1233	1200	GM-EMD	SW1200	B-B	62,700	250,800	1964	38
E-12	1234-1243	1200	GM-EMD	SW1200	B-B	62,700	250,800	1965	39
B-12	1250-1253	1200	BLHW	S-12	B-B	59,750	239,000	1952	40
E-15	1501-1505	1500	GM-EMD	SW1500	B-B	63,075	252,300	1967	
E-15	1506-1511	1500	GM-EMD	SW1500	B-B	?	?	1969	
A-16	1600-1603	1600	Alco-GE	RS-3	B-B	61,825	247,300	1950	41

Union Terminal Railway

—	5	600	GM-EMC	SW	B-B	50,400	201,610	1938	42
—	6005	600	GM-EMC	SW	B-B	50,400	201,610	1938	42

Illinois Terminal No. 725, built by General Motors-EMD in '50, has 800 hp.

(23) KO&G 1001 renumbered KO&G 1027, then T&P 1027 (4/1/70).

(24) Manufacturers 201-203 sold to Kansas City Southern, renumbered KCS 1121 and L&A 1122-1123. KCS 1121 and L&A 1123 traded to GM-EMD for new power (11/66). L&A 1122 traded to GM-EMD for new power (7/26/68).

(25) MI 1028 was originally MI 51, then MI 1028, then sold to Big Rock Stone & Material, renumbered 1028 (12/1/69).

(26) MI 1064 was originally MI 61, then MI 960, upgraded to 1600 hp; then repowered with GM-EMD engine to 1200 hp, renumbered 1064. Weight and tractive effort shown as repowered. MI 1064 traded to GE (1/18/73).

(27) MI 1065-1067, 1069-1070, 1072-1073, 1079, 1081, 1091-1093, 1095 were originally MI 62, 73, 64, 66-67, 69-72, 68, 74, 63, 65; then MI 961, 972, 963, 965-966, 968-971, 967, 973, 962, 964. Then they were re-engined with GM-EMD motors to 1200 hp, renumbered MI 1065-1067, 1069-1070, 1072, 1073, 1079, 1081, 1091-1093, 1095. Weight and tractive effort shown as repowered. These units traded to GE: MI 1065 (10/3/72); 1066 (2/5/73); 1091, 1093 (6/29/73).

(28) SJB 10-12 renumbered SJB 6006-6008. SJB 6006 scrapped (9/27/63). SJB 6007 sold to Precision Engineering (8/10/65), then to Pickens Railroad, renumbered 4; then to Golden Tye Corp. SJB 6008 traded to GM-EMD for new MP power (2/15/66).

(29) TRRA class E-6 was originally class D. TRRA 503 and 507 scrapped. TRRA 504 sold to Belton Railroad, renumbered 504. TRRA 501, 505-506, 508 sold to Hyman-Michaels, then to Columbus & Greenville, renumbered 501, 505-506, 508; then inherited by ICG, renumbered 501, 505-506, 508. TRRA 502 sold to Granite City Steel.

(30) TRRA class A-6 was originally class D-1. TRRA 521-522 sold to Lipsett Steel. Ex-TRRA 521 resold to Joe Moody Equipment Corp., then to Luria Bros. & Co. and scrapped. Ex-TRRA 522 resold to Proler Steel, renumbered 522. TRRA 523-524 scrapped.

(31) TRRA class B-6 was formerly class D-2. TRRA 531-534 scrapped.

(32) TRRA class E-10 was formerly class D-3.

(33) TRRA class A-10 was formerly class D-4.

(34) TRRA class B-10 was formerly class D-5. TRRA 591-596 traded to GM-EMD for 1227-1233. TRRA 597-601 traded to GM-EMD for TRRA 1234-1243. TRRA 602-603 traded to GM-EMD for TRRA 1506-1511.

(35) TRRA class F-10 was formerly class D-6. TRRA 700-703 sold to Precision National and scrapped.

(36) TRRA class L-12 was formerly class D-7. TRRA 1200-1205 traded to GM-EMD for TRRA 1234-1243.

(37) TRRA class E-12 was formerly class D-9.

(38) TRRA 1227-1233 rebuilt from TRRA 591-596, 1200.

(39) TRRA 1234-1243 rebuilt from TRRA 597-601, 1201-1205.

(40) TRRA class B-12 was formerly class D-10. TRRA 1250-1253 traded to GM-EMD for 1506-1511.

(41) TRRA class A-16 was formerly class D-8. TRRA 1600-1603 sold to Ferrocarriles de Langre en Asturia, Spain (1964).

(42) UT 6005 was originally UT 5, then UT 6005, then Precision Engineering 6005 (8/9/65), then Pickens 3, then Golden Tye Corp. ?.

(43) A&S 28-32, 34-39, 50, 46, 40-41, 47-48, 52, 42, 33 (2nd), 49, 51, 53-54, 43-45 were renumbered A&S 1034-1060.

(44) The following A&S units are no longer on roster: 1034-1039, 1041-1046, 1048-1056, 1059-1060.

(45) A&S 1058 sold to George R. Silcott, then to Blue Diamond Coal Co., renumbered 1058.

(46) KCC 13 sold to Cliffside Railroad, renumbered 13.

(47) KCPSFO 3 was originally USA 7497, then Columbia Steel & Shafting ?, then KCPSFO 3.

(48) SJT 3 was originally Atchison, Topeka & Santa Fe 2301 (1st), then ATSF 2150 (1st) (1937), then ATSF 650, then rebuilt by GM-EMD to an SW900 (1957) with 900 hp, then sold to SJT, renumbered 3 (2/17/71). Weight and tractive effort shown as rebuilt.

STEVE MAGUIRE'S

TRANSIT TOPICS

NEVER before had we ever seen anything like it in all our 30-plus years of editing this department. Letters galore poured in from all over the nation from fans who read in their local papers a news story which had originated in the *Washington Post* late in February concerning Bradford C. Snell's testimony to a Senate anti-trust subcommittee.

Snell charged, and backed it up with proof, that General Motors had played a major role in destroying more than 100 electric railway systems in the U.S., both interurbans and streetcar lines, between 1932 and 1956 through its disguised subsidiary, National City Lines, which he said had been formed solely to convert rail lines to buses!

As a result of this program, based on corporate greed, the public had to submit to the inferior service provided by buses or else buy more automobiles. (At the same time, GM was also exerting unfair pressure on mainline railroads to force them to discard steam locomotives, regardless of their efficiency, and turn to diesels built by General Motors.)

If you read our columns in the 1940s and '50s you may recall our unremitting efforts to keep you posted on what was going on. In those transitional days, the powerful combination of GM, Standard Oil, Firestone Tire, and other giant corporations kept buying local electric rail lines and "busifying" them. Contracts forbade the purchase of any new equipment that was not propelled by gasoline or diesel engines!

Among the many transit systems bussed by NCL was the great Pacific Electric system in the Los Angeles vicinity, a $100 million enterprise with 3000 trains daily, carrying 80 million passengers annually through 55 incorporated cities. In recent months the energy crunch has hit the L.A. area especially hard because of its reliance on air-polluting motor traffic in smog-filled streets.

The city's mayor, Thomas Bradley, in written testimony submitted to the Senate subcommittee, also pointed the finger at GM, Standard Oil, and Firestone for acting together in a calculated fashion to dismantle the fast, low-cost, and pollution-free rail transit system that had formerly served Los Angeles.

A grim part of the story is that almost nothing was ever done to stop the NCL trust, even though its purposes were known to many city, state, and Federal officials. A solitary anti-trust action brought against the group ended with a nominal fine. Thereafter, prosecutors lost interest and NCL continued to push its rail-to-bus conversions. We *hope* that the subcommittee and the Senate itself will approve a bill to break up the huge corporations that, in the past, have dominated entire industries for their own profit and against public interest. But that, of course, is too much to expect.

Lake Shore Electric No. 180, heavy steel passenger motor at Cleveland Terminal in January, 1937. The Cleveland-to-Toledo, Ohio, interurban car, built in 1918 by Jewett Car Co., became 1714 when sold to Des Moines & Central Iowa.
C.W. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind. 46825

REFERENDUM for a proposed five-county Regional Transportation Authority in the Chicago area appears to have won by a slim majority of about 16,000 votes out of more than 1,400,000 cast in the March election. The slim majority made almost certain a recount of ballots by those opposed to the new Authority.

THIS SPRING, the Transport Workers Union menaced the subway- and bus-riding New Yorkers with a choice of two nightmares: an all-out transit strike which would tie up the city and possibly cost businessmen billions of dollars, or substantial increases in pay and fringe benefits that would surely aggravate the inflationary spiral and jeopardize the 35-cent fare. Just before the situation was resolved, the *Long Island Press* editorialized:

Once again, the TWU threatens to cripple transportation in the city—for residents and tens of thousands of commuters who work in the city. . . . We have been through too many transit shutdowns not to know what that means—business and industry crippled, millions inconvenienced, traffic snarled. We also know what too many past settlements have meant for the city's budget—a growing gap between income and outgo.

Transit workers are entitled to reasonable wages. They must meet the higher cost of living like everyone else. But they have already made great progress in this area. Average base pay for transit employes is $13,862, with fringe benefits adding almost $4,500 more. Between July 1, 1965, and July 1, 1973, average base salaries of transit workers increased by 77.6 percent, while living costs went up less than 60 percent. The union's demand of a 21.4 percent salary increase over two years, plus costly fringe benefits, are far out of line.

Two considerations must be uppermost. The city cannot afford a strike that will cripple transportation. Neither can it afford a settlement that will make balancing the budget even more difficult, and set off another loop in the wage-price spiral.

After a costly settlement had averted one of the two nightmares, a transit strike, George Douris wrote in the same newspaper:

The agreement between the Transit Authority and the Transport Workers Union will cost the taxpayers about $130 million. It will mean a pay hike of as high as $2,900 a year for every TA employe for the life of the contract as well as a cost of living bonus.

Now that the TWU has won the "breakthrough" clause in its contract—which

Canal St., New Orleans, La., on the edge of the old French Quarter, showing trolleys as they looked on Nov. 23, 1889.

could mean as high as $3,000 a year additional per man—watch for every city union chief to ask for the same. There are a score of unions whose contracts have already expired and are currently negotiating with the city for new pacts. Their leadership has been waiting the results of the TWU negotiations—and now they are ready to fight for the same gains.

All of which is just fine for workers who belong to powerful unions—but what about those of us who don't?

AS WE go to press, New York's Governor Wilson has picked David L. Yunich, age 56, retired president of R.H. Macy & Co. department store to head the Metropolitan Transportation Authority. When the state senate confirmed Yunich, he succeeded William Ronan, who resigned from MTA to become chairman of the multibillion-dollar Port Authority. A professional baseball player in his youth, Yunich has no transportation background at all; but (don't laugh!) describes himself as "an avid subway rider."

Last March, at Chairman Ronan's request, the MTA board increased the chairman's salary from $75,000 a year to $80,000, making him the state's highest-paid public official except the governor, who gets $85,000.

THE FIRST car-bodies of the new light-rail trolleys fabricated in Japan arrived April 9th at Boeing-Vertol plant in South Philadelphia. These A and B shells were damaged a bit in transit. Delivery of orders from Boston and San Francisco is expected regularly.

EVER HEAR of the man who stole an entire street railway? Well, we didn't either—until we got the story from William C. Kessel (*Interesting Railfan* No. 134), Hamburg, N.Y.

In an age of petty thieveries and purse snatchings, reported Ralph Dibbs in a Buffalo, N.Y., newspaper, you can't help feeling something close to admiration for the short, fat, cheery man who appeared at Lockport in the winter of 1892-'93. This man stole a complete city street railway—cars, rails, ties, and even the stoves that heated the cars!

His name was Charles K. Lawrence and he called himself "a builder of street railways." He had a relaxed manner and a knack for making friends and soon became a popular figure in Lockport. It was no coincidence, as it turned out later, that the Lock City Electric Railroad Co. was about to build the city's first trolley car line. Lawrence's air of easy authority impressed the railroad management, which made him construction manager.

Local residents watched as he supervised the laying of tracks on Lincoln Avenue. The community was humming with joy at its dream of trolley service. Then, one day they awoke to find Charles Lawrence was missing—and so was the street railway. Literally everything that was movable, including construction equipment, was gone! It turned out that the unique robbery had been executed with simplicity. Lawrence simply ordered a lot of boxcars and flat-bed cars, loaded the railway aboard, and shipped it off to a purchaser whose identity is lost in the mists of time. Then he departed with proceeds of the sale.

Later, however, he was arrested and tried in Niagara County Court. There is a curious lack of animosity in the report of his final leave-taking in the Lockport *Daily Journal*:

Charles K. Lawrence, after a brief sojourn in the city of his choice of operations in the swindling line, has again taken his departure. He did not leave the city in anger, but with a smile on his lip. He says he has nothing but the best of feeling for the simple folks of the Lock City. Deputy Sheriff Kinney accompanied the railroad magnate to Auburn Prison to complete his sentence of two years and five months.

And, a year and a half later, Lockport had its trolley line in operation. Regular service was started in February, 1896, with no ceremony or celebration. They probably didn't want to attract the attention of "the railroad magnate" who was about to walk out of Auburn Prison.

San Francisco Muni Ry. car 0131 at Geneva carbarn at 2:30 a.m., Nov. 23, '73.
Gary G. Allen, 215 E. Palmer Ave., Glendale, Calif. 91205

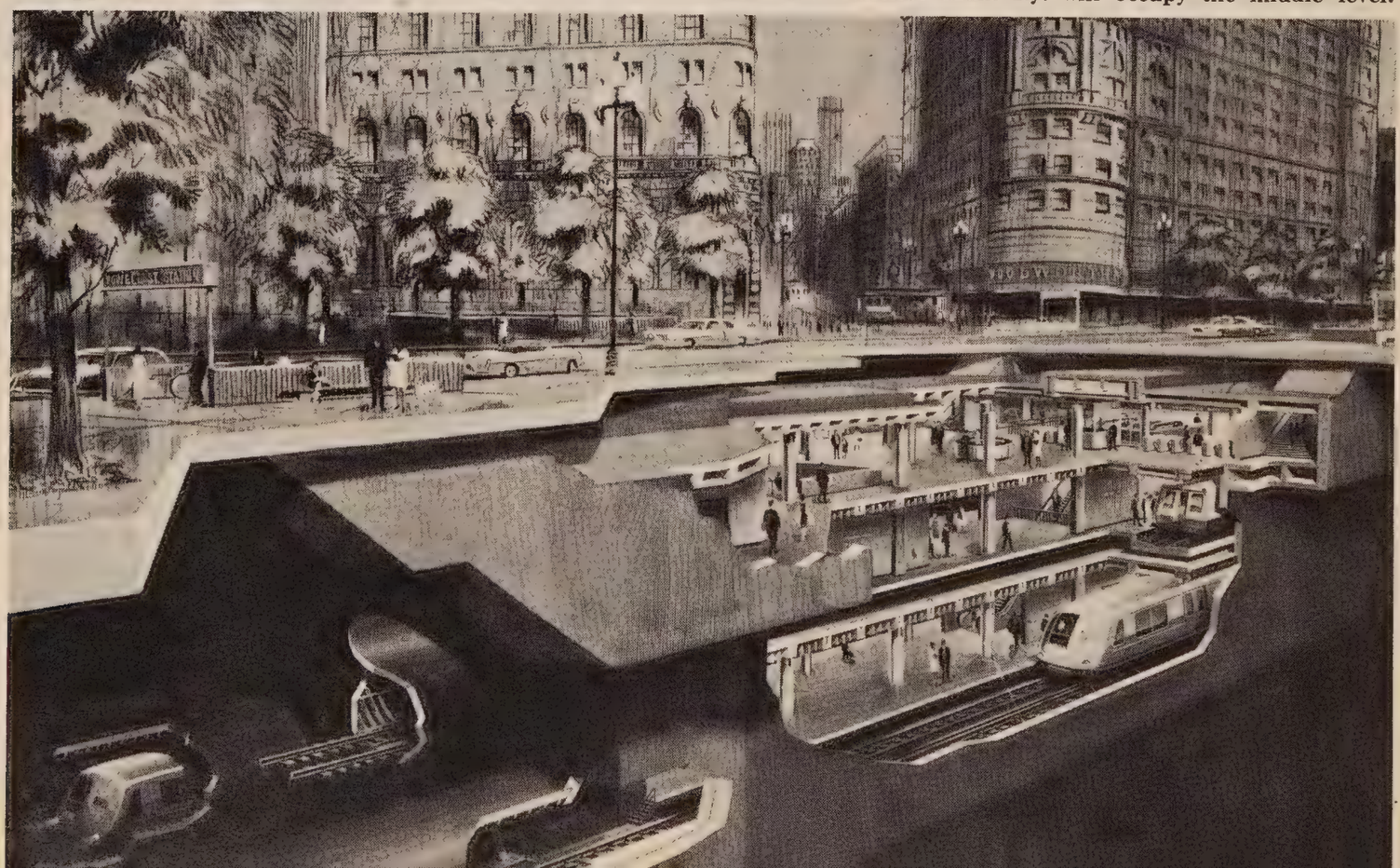
BAY AREA Rapid Transit has been experiencing occasional car breakdowns, so much so that it is laying a new test track to help expedite new car checkout and regular maintenance work on its euqipment. The 2½-mile single track, scheduled for completion in two years at a cost of $5 million, will be located along the BART mainline from Industrial Parkway in Hayward to "E" Street in Union City. It is two-thirds funded by Federal money.

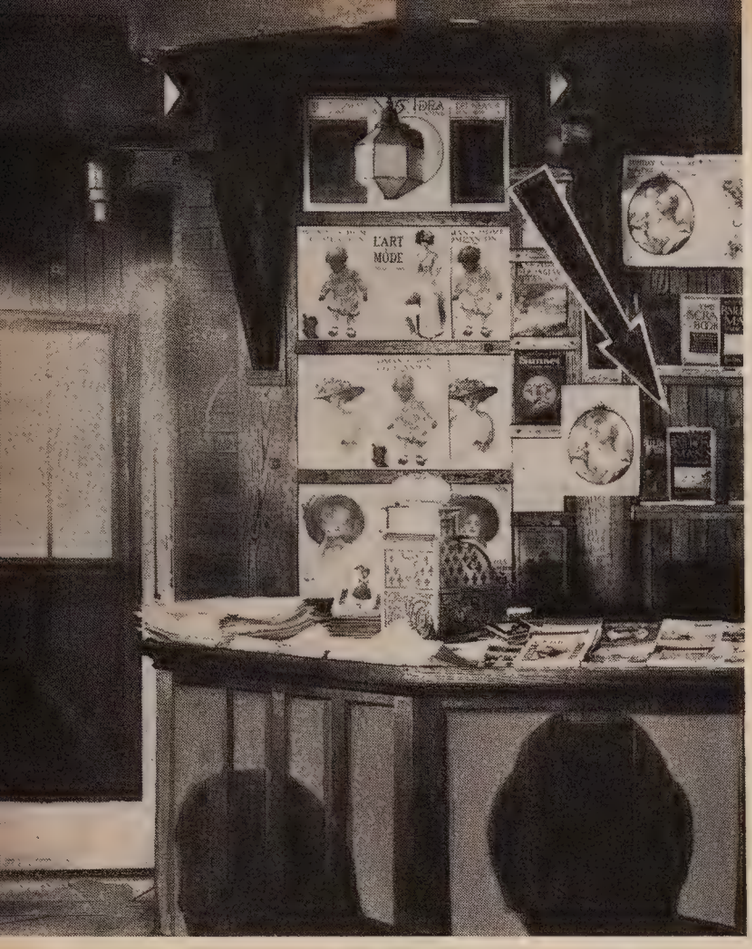
The BART right-of-way will be widened about 45 feet to allow for the test track plus a storage track that will hold up to ten cars. The cars will be moved at night, during system shutdown, through the Hayward Yard mainline switches onto the storage track to await testing the next day.

"Automatic train control will simulate station stops at each end of the track so the cars can be checked out in automatic or manual operation," says BART general manager B. R. Stokes. "In effect, the test track will be a miniature BART railroad and will greatly expedite the maintenance of our fleet, which will number 450 cars by late next year."

Bay Area Rapid Transit Photograph

Cut-away rendering shows the Powell St. BART Station beneath San Francisco's Market St. Patrons buy their tickets on the uppermost level and descend two levels to catch BART trains. San Francisco Muni Ry. will occupy the middle level.





Philadelphia commuter service to western suburbs was severely disrupted by a five-alarm fire in SEPTA's 69th St. Terminal Building on Monday, April 8, 1974. The fire, of suspicious origin, broke out in a little used room. Service was restored the next day. Photo at left shows a 1907 issue of *Railroad Man's Magazine* on sale at Terminal. Cameo view at right has a PRT car in '16 scene beside terminal portion still standing.
Terminal photo-collection Allan H. Berner, 871 Aberdeen Rd., Bay Shore, N.Y.

SOLAR ENERGY is used on a new type of rail transit car emergency lighting system. Massachusetts Bay Transportation Authority has just completed preliminary tests. The components of this unique system represent a technological spin-off from the nation's space program. Tests were carried out with the help of the U.S. Department of Transportation, Urban Mass Transportation Administration.

The new development has two special features: independence from existing electrical systems within the car and emergency power passively supplied by sunlight. The latter is stored in a small battery and converted to electricity via advanced technology solar cells. The test system consists of a gelled electrolyte battery to provide power, three roof-mounted panels of solar cells to keep the battery charged, a control switch, a current steering diode, and strategically placed lights.

Initial tests on the Orange Line showed that the system is feasible and successful. Sufficient light for any emergency situation is provided for over three hours. The solar cells can completely recharge a spent battery within 24 hours, even under weak sunlight conditions.

MBTA plans to install additional solar energy lighting systems on ten cars on its rapid transit and streetcar lines to provide a full-scale revenue service test.

Last winter, 239 third rail heaters were installed on the MBTA's Red Line rapid transit system. This installation put a stop to troublesome icing at three critical points. Heaters were installed on the West Boston Bridge between Charles and Kendall stations, the Savin Hill flyover, and the George L. Anderson Memorial Bridge over the Neponset River.

FLEEING robbers in two cities sought to get away by riding rapid transit trains. The cases bore some resemblance to television scripts. In Cleveland, members of the new police "mod squad" played a hunch, acted fast, and got their man. Responding to a radio broadcast about a downtown bank robbery and the route the pedestrian crook had taken, they hurried to the Terminal, saw a man fitting the description of the robber board a train, and radioed other police to rush to the next station west.

Meanwhile, in the Chicago area, a lawbreaker who had fled from an arresting officer, boarded a Chicago Transit Authority train in Evanston and, with one hand in his pocket as though he had a gun, told the motorman to keep going and robbed him of $11 in fares. Hotly pursuing cops raced in automobiles along parallel streets in Evanston and Wilmette. The robber saw them. Nearing Central Avenue station, he ordered the motorman to slow down. Then he jumped from the train to an embankment, but was caught near Dyche Stadium of Northwestern University. These news items came from Al Kleinsmith of Cleveland and David Nelson of Ann Arbor, Michigan.

TWO ELECTRIC locomotives have been bought by the Port Authority Transit Corp., operator of the Lindenwold-Philadelphia rapid transit line. They were purchased from the Niagara Junction Ry. in Niagara Falls, N.Y. Numbered 8 and 9 on NJR, they were shipped to PATCO during the past winter. On arrival at Lindenwold, however, it was found that enroute they had been stripped of all whistles, bells, headlights, builders plates, and spare motor support bearings!

Any information on whereabouts of the stolen property should be reported to J. W. Vigrass, superintendent of maintenance, PATCO, Ben Franklin Plaza, Camden, N.J. Number 9 is the first and only Class S locomotive built by Baldwin-Westinghouse. When built in 1937, it was introduced as the first in a new class. It will be used to haul a PATCO work train. Number 8 will be retained for spare parts.

TIMETABLE collectors should be told about two recent *reprints* of rare old traction tables, produced by Carl Blaubach, 86 Fraser Dr., Walnut Creek, Calif. 94596. These are a 1922 Pacific Electric reproduction at $4.50 and a 1929 Western Pacific specimen that includes the Sacramento Northern and Tidewater Southern Ry., at $2.50. (Calif. residents, add 5% sales tax.)

(*Ed. note*: Last year we advertised a 1911 *original* PE system timetable for sale in perfect condition. Best offer received was $7.50! Is something wrong with the law of supply and demand?)

Niagara Jct. Ry. 9 at Niagara Falls, N.Y., in 1939. Now running as PATCO 404.
Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

New Rail Publications

The Way to Go; The Coming Revival of U.S. Rail Passenger Service, **by Thomas C. Sutherland, Jr., and William McCleery, 256 pages, 6x9″, with hard cover binding, may be had for $8.95 from Simon & Schuster, 630 Fifth Ave., New York, N.Y. 10020. Although completed just before the energy crisis became critical, the authors seem to have anticipated it in producing a timely book on passenger trains of the past, present, and future. Describing the best U.S. trains in the past and those of the present in Europe, the book points out how, by a combination of hostile railroad managements and efforts of the highway-auto-petroleum complex lobbying for the competition, today's train service has been brought to a low ebb while still remaining potentially valuable.**

The authors provide a short course in railroad history, economics, and politics. This should sober up the optimists who feel that rail revival will occur soon without knockdown, dragout fights to save it. Names and records of the enemies of railroads in high places in government and industry are given in details, along with the Highway Trust Fund, whose anti-rail lobbying has acquired a strangle-hold even on Congress.

Going beyond commuter and through passenger trains, the authors discuss modern rapid transit, particularly the Lindenwold line in New Jersey and BART Transit in California. Also "far out" trains of the future, known to the industry now by initials such as TACVR, LIMVR, and the like.

Especially interesting is an appendix entitled "Fighting Facts and Figures" about Automobiles and Airplanes." These statistics prove beyond a reasonable doubt that rail transportation is more reliable and safer than its competitors.

The Tuckerton Railroad, a Chronicle of Transport to the New Jersey Seashore, **209 pages, 6x10″, with hard cover binding, may be bought for $15.95 from the author, John Brinckmann, 17 Runyon Ave., Edison, N.J. 08817. John not only wrote the story but also** printed **this limited edition of 1000 copies himself, using a venerable Kelsey hand press. For that reason, in addition to the commercial printing of the many fine old photos as well as the bookbinding, the price of the book is relatively high.**

The Tuckerton road was remarkable in that it provided passenger service to the lightly-populated Long Beach Island, off the Jersey coast, from 1872 for 64 years, with its last remnant continuing to bring freight through the scrub pines until 1940.

The author gives a vivid detailed account of the line's construction and operation and the troubles and trials it had while relying primarily on American type locomotives. An appendix contains data on company earnings, buildings, equipment roster, traffic, and so on. This may well be the last chance to get so much data on a gallant little railroad that at one point operated 15 miles of track along an island five miles offshore, reached only by its own trestle.

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

Scene at Union Depot in El Paso, Texas, about 1900, showing trolley No. 23, with "Depot" destination sign—a car that met all the trains—and (at far right) the *Southwestern Flyer*, with open-platform observation car, on the El Paso & Southwestern Railroad (now part of the Espee).
Collection of Neil S. Utberg, Box 420, Edinburg, Texas 78939

Wings of rail sentiment. CP Air's first Boeing 747, the *Empress of Asia*, bears an interior reminiscent of the early railroading days of Canadian Pacific. The upper lounge is decorated in a turn-of-the century rail motif featuring red plush seats and a background of gleaming brass lanterns, railway crossing signals, an old steam gage, and an engineer's oil can. A second giant 747, *Empress of Canada*, also with nostaglic rail theme, has just begun a new service.
CP Air Photo

HOBBY CLUB

conducted by Sy Reich

RAILFANS tracking down their favorite steam and trolley opertions this summer have a far better chance of finding everyone back at the old stand than the gloomy prospects of a few months ago. Some outfits have had to reduce operations and at least one bowed out entirely, due to fuel and labor costs, but on the whole things could have been worse.

The energy crunch hit rather hard at the Cumbres & Toltec Scenic R.R., reports the Colorado Midland Chapter of NRHS. Because of uncertain gas supplies for its bus fleet and whether or not tourists can get to Antonito and Chama even if the railroad should get all the gas it needs, C&TS has cut back to 20 scheduled trips for the year. These will run Saturdays and Sundays only, Aug. 3rd through Oct. 6th.

Scenic Railways, operators of C&TS, has appealed to the Colorado and New Mexico legislatures for financial aid. The road lost $124,959 last year and $29,930 in '72. Both states are considering appropriations of $100,000 each, but there is much doubt of Colorado's approval. The money, if received, will be spent on improving the line, not for deficits. The company is seeking funds also through the sale of stock, offering 200,000 shares at $5 a share. The dough would be used to retire a short-term debt of $350,000, to finance improvements, and to build more passenger cars. The Town of Antonito has raised $48,000 to build a two-stall, 3,200-square-foot roundhouse with 1880-style architecture but fully modern inside, including drop pits for changing wheels and bearings.

The California Western's *Super Skunk* steam schedule this season runs from June 29th through September 7th. The extra railcar will run June 15th-Sept. 7th. Trains will pull out of Fort Bragg terminal at 9:30 a.m. daily, with steam at 10 a.m. and 5:30 p.m. extra, and will leave the other terminal, Willits, at 9:15 a.m. extra, 1:50 p.m. daily, and 2:25 p.m. steam.

Things are rolling along down Dixieway with the Southern's 722, the 750, and 4501 scheduled for weekend trips right up until Oct. 26th. Even a Monday outing is slated. Many NRHS chapters are sponsoring trips behind these steam beauties. The same optimistic view is held by Canadian National running trips with its 6060, which is booked for every weekend, including the Oct. 15-29 round trip, Montreal to Winnipeg. In the Pacific Northwest, where Ted Pope and his Puget Sound Ry. Hist. Assn. is working hard to extend operation to Preston, Wash., the PSRHA will run every Sunday until Oct. 27th, its annual Autumn Leaf Special day, also July 6th and Labor Day. The far-famed Silverton's season begins May 25th. But the Michigan Railroad Club says Boyne City has decided not to run its popular English train with the steam loco *Dutchess* this summer, due to higher fuel and operating costs.

However, before you take off in the buggy, it might be wise to check on the operating schedule of your favorite steam or trolley museum or tourist rail attraction. By the time you read this, something new might have been added —or deleted.

WITH THREE months to go before President Lew Pardee bangs down the gavel to open the National Railway Historical Society's annual convention in San Francisco, various units of the many-chaptered Society have announced some attractive ways to reach "Baghdad on the Bay" for the big shindig, August 29th thru September 2nd.

Overland Chapter is planning a Rockies and Redwoods one-way, pre-convention tour from Denver to San Francisco, Aug. 21-28. This includes visits to Georgetown Loop and the Colorado Railroad Museum, a Rio Grande *Zephyr* trip, a bus ride over the old Rio Grande Southern right-of-way, a Silverton round trip, a Cumbres & Toltec Scenic journey, and a RGZ trek to Salt Lake City, followed by a flight to the Coast and a ride on the *Super Skunk*. Cost is $385 per person sharing a twin room. Supplement for single, $49. Deposit of $85 will hold your reservation until 60 days prior to departure, when balance is due. It includes all rail coach and air fares, hotels, and 15 meals, even those in dining cars, admissions, baggage handling, taxes, and tips. Contact the chapter at 320 Wisconsin Ave., Apt. 511, Oak Park, Ill. 60302, c/o V. Allan Vaughn.

Another elite way to attend the convention is via Lake Shore Chapters' lightweight *Empire Builder* sleeper *Pend O'Reille River*. The private-car party will leave Pittsburgh on Aug. 24th for San Francisco via Chicago, Seattle, Portland, and Oakland. The *Pend O'Reille River* will be on standby at Oakland to serve as lodging for the

party. Return via Los Angeles. Write James C. Caldwell, chapter director, 5808 Georgetown Dr., Erie, Pa. 16509.

DON'T miss *The Railfans' Guide to Museum & Park Displays,* a new 251-page illustrated book, 8½x7", with spiral binding, compiled by well-informed Randolph Kean, published by Harold E. Cox, 80 Virginia Terrace, Forty Fort, Pa. 18704, selling at $7. This compilation is of all railroad and trolley museum-type operations and displays lists of equipment in both categories in North America. For steam, diesel, or trolley buffs who want to know where to find such things, all the answers are here. Randolph must have traveled far to get them. Most of the photos (there aren't too many) appear to have been taken by him on various trips. The author rates special commendation for efforts far above the usual coverage in his field.

COPIES of *Toward a Better Way,* a new 24-page booklet designed to acquaint the public with the vital role that railroads in general and Santa Fe in particular play in the nation's economy, are now available. Published in full color, it covers all phases of Santa Fe operations in more than 80 photos, many featuring employes at work. For your free copy, contact Bill Burk, vice president, public relations, Santa Fe Railway, 80 E. Jackson Blvd., Chicago, Ill. 60604.

PHILATELIC COOKBOOK No. 2, by Ruth S. Webster, of the Mobile Post Office Society, combining cookery with topical stamp collecting, useful hints, and thrifty recipes, is now out. Ruth is a feature writer for *Western Stamp Collector* and the New Mexico Philatelic Assn. The booklet sells for $1. Write Casey Jones, Box RR, Paisley, Fla. 32767.

HAVING completed an authentic restoration of a Hawaiian cane-hauling loco, Hawaii Chapter of NRHS is now undertaking to preserve, if possible, and operate a 12.5 mile segment of narrow-gage line from Pearl Harbor through Ewa to Nanakuli on the island of Oahu. This line is now owned by the U.S. Navy and was once part of the Oahu Ry. mainline. It connects the Naval Ammunition Depot at Lualualei with docks at Pearl Harbor, but was recently declared surplus by the Navy. It will probably be acquired by the State of Hawaii and leased to the Hawaiian Ry. Society (the chapter's incorporated name) for an operating historical museum. The islanders are hoping also to return several existing Hawaiian steam engines to the islands for restoration and operation.

EMERSON BUEL is interested in setting up a railroad museum with items that he either bought or had given to him. Where can he get a caboose and hand-pulled baggage cart? What would they cost? Address him at Lock Box No. 28, Burlington Flatts, N.Y. 13315.

THE SUNCOOK VALLEY rides again? This popular New Hampshire short line that quit operations in December, 1952, will probably be the subject of a book to be written by a new group known as Suncook Valley RR. Historical Society. Membership costs $2. Write Harry A. Frye, Box 66, Suncook, N.H. 03275.

A NEW BOOK has been authored by Ed Wojtas, who is editor of Rock Island's house organ, *The Rocket,* besides being an occasional contributor to our magazine and one of our 138 *Interesting Railfans.* This book is the nice 8½x11" soft-cover *Steamboat Delta Queen, Last of the Overnight Paddlewheelers.* Its 40 pages are liberally sprinkled with shots of the *Queen* at work and her passengers at play. The *Delta Queen* is a gracious, leisurely way of going to New Orleans by river from Cincinnati and Pittsburgh, or to St. Paul via St. Louis, Cairo, Memphis, and Natchez, "when all the world was young." Ed's treatment of the belle of inland waters is an invitation to ride the river again while you still can. The book is published by J. A. Stowe, 2042 Armitage Ave., Chicago, Ill. 60647; $3.25 postpaid.

TRUSTEES of the 470 Club, Railroad Enthusiasts, Portland, Me., have accepted the offer of RRE prexy Joe Lajoie for the annual meeting to be held in Portland this year on Oct. 5th and 6th. The gathering of the clan ties in with the 470 club's scheduled trips, presently set up similar to last year's. The annual Island Pond swing up over the Grand Trunk and Portland-area rail safaris are always a railfan's delight. These fall foliage trips have supported the restoration and preservation of car 501, whose 10th anniversary of acquisition by the club from Maine Central is being celebrated this year.

BEFORE England's famed railway museum at York closed its doors for the last time recently, a record ticket sale of 245,213 were clocked off for 1973, about 30,000 more than a year previous. The Lord Mayor of York rang the 137 year-old station bell from the Clarence Ry. tolling out the finale of the museum. The locos and exhibits will not be on show again until 1975, when the new National Railway Museum is due to open in York.

BOOKS OF THE RAILS

by GORTON T. H. WILBUR

MIDLAND STEAM, by W. A. Tuplin, hard cover, 260 pages 5½x8½", photos, drawings, rosters; David & Charles, North Pomfret, Vt. 05053, $10.50.

Those who feel cosy reading about smaller-power roads will enjoy Tuplin's book. One of Britain's Big Three railroads, Midland had mainline steam which was almost all 4-4-0, whereas most other British roads in the 1920s were hauling freight and passengers with Ten-wheelers or Pacifics. Like all lines with small power, the Midland had a character all of its own. This background endeared it to the hearts of those who rode its trains from the 1890s to the pre-BR period.

THE DUMMY, by Elaine M. Peverly and Wm. H. McLin, soft cover, 48 pages, 5½x8½", photos, timetables, roster, maps; published by Elaine M. Peverly, 85 Eliot Rd., Kittery, Maine 03904, $2.

Railfans on vacation this summer will not be able to ride the Old Orchard Beach branch of the Boston & Maine, but by taking along a copy of The Dummy they can get the salt water marsh and seashore flavor of this long-abandoned Pine Tree State line.

RAILWAYS OF RHODESIA, by Anthony H. Croxton, hard cover, 315 pages, 5½x8½", photos, maps, rosters; David & Charles, North Pomfret, Vt. 05053, $15.

Up till now, that country's rail lines have been more or less a mystery. This is the first full-length history of Rhodesian Railways. It traces the growth of the system from the early days of Cecil John Rhodes "Cape-to-Cairo" rail dream and previous North and South Rhodesia lines to the Garratt- and Henschel-built Mountain-type locos' battle with dieselization. Croxton should know his subject after 35 years with the railway.

TRAIN SHED CYCLOPEDIA NO. 14: 4-8-4's AND OTHER HEAVY PASSENGER LOCOS 1927-1941, soft cover, 70 pages, 8¼x11½", reprinted from original Cyclopedias; with scale drawings, photos, text matter, specifications; Newton K. Gregg, Box 868, Novato, Calif. 94947, $3.95.

TRAIN SHED CYCLOPEDIA NO. 15: Heavy Traction 1922-1941, soft cover, 88 pages, 8¼x11½", reprinted from original Cyclopedias; with scale drawings, photos, text matter, specifications. Newton K. Gregg, $4.95.

TRAIN SHED CYCLOPEDIA NO. 16: Famous Passenger Trains from the 1943 Car Builders' Cyclopedia, soft cover, 72 pages, 8¼x11½", reprinted from original edition; with scale drawings, photos, text matter, specifications; Newton K. Gregg, $3.95.

Periodicals and Journals

The Railroad Enthusiast, Winter and Spring 1974, Railroad Enthusiast, Inc., edited by Frank Kyper, 20 Hilltop Dr., Burlington, Mass. 01803; 31 pages, 6x9", photos, maps; free to members, non-members pay 50¢ plus 25¢ handling again. Frank has a well-balanced issue. Brian H. Manning leads off with "Farewell, The Metropolitan," about a lesser known but interesting B&O steam train. Frank himself wrote a piece on a Pennsy wreck of long ago. Bill Webber did a nice job on "When Name Trains Ruled the High Iron," and 470 Railroad Club's Clint Whitney has a good one on "Downeast Railroadin'." Lots of good Railway & Locomotive Historical Society pix, too.

B&M Bulletin, Vol. 3, No. 3, Spring '74, of the Boston & Maine Historical Society, Box 302, Reading, Mass. 01867, 23 pages, 8½11", photos, rosters, scale drawings. This interesting issue goes into depth on B&M's large fleet of self-propelled passenger equipment by Ken Patton. How many readers knew that the road acquired the world's largest fleet of RDCs between 1952 and 1958? Harry Frye's piece on the old S-1's is good research material. A post-1911 steam roster balances the issue.

PC Railroader, Jan.-Feb. '74, edited by Robert Reid, Box 179, East McKeesport, Pa. 15035, 36 pages, 8½x11", photos, maps, roster. Six times a year, $7.50. Rail buffs who like to monitor road and yard channels used by PC will relish the detailed radio freqeuncy table. Bob's electrified line map is a good one.

Transit Postmark Collector, edited by H.E. Rankin, mimeographed pages with cancelled RPO stamps, pix, and rail schedules; Mobile Post Office Society, 5030 Aspen Dr., Omaha, Neb. 68135; $3 membership. An interesting railfan hobby.

The Lensmen, Feb. '74, edited by John R. Taibi, 14 pages, soft cover 8½x11", quality photos; Box 486, Brentwood, N.Y. 11717, $3.50 annually, issued quarterly. Back issues and sample copies, $1 each. John has produced another sharp edition, with pleasing steam, electric and diesel pix.

Push and Pull, journal of Keighley & Worth Valley Ry. Preservation Society, Haworth Station, Haworth, Yorkshire, England. An excellent English loco historical group issues a slick-paper journal with choice photos. ●

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3.50 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is in New Rochell, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 40¢ per book for postage.

The books are available only by mail. *Railroad Magazine Book Service*, 420 Lexington Ave., New York, N.Y. 10017. Here are a few suggestions:

	List Price	Our Price
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Culp	$12.95	($12.35)
WESTCHESTER'S FORGOTTEN RY., by Roger Arcara	$ 5.95	($ 5.65)
TWILIGHT OF WORLD STEAM, by Eagleson and Ziel	$14.95	($14.20)
NARROW GAUGE RYS. OF CANADA, by Lavallee	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
THE SEARCH FOR STEAM, by Collias	$15.00	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
HETCH HETCHY AND ITS DAM RR., Ted Wurm	$13.50	($12.82)
THE RAILROAD SCENE, by Wm. Middleton	$ 8.95	($ 8.50)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, by Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$10.00	($ 9.50)
HISTORIC SOUTHERN PACIFIC CARS	$ 4.95	($ 4.70)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, by Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
STEAMING UP! (AUTOBIOGRAPHY OF VAUCLAIN)	$ 8.95	($ 8.50)
HORSESHOE CURVE AND ALTOONA, by Albrecht	$ 4.50	($ 4.25)
MORRISTOWN & ERIE, by T. T. Tabet III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by G. M. Best	$12.95	($12.35)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, by H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 8.95	($ 8.50)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
20TH CENTURY, by Lucius Beebe	$ 6.95	($ 6.60)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$17.50	($16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol. II	$17.50	($16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$16.50	($15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
OPEN THROTTLE (rail-fiction stories)	$ 4.95	($ 4.70)
STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by George W. Hilton	$ 6.00	($ 5.70)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$11.50	($10.90)
AMTRAK CAR SPOTTER (new edition)	$ 4.95	($ 4.70)
JANE'S WORLD RAILWAYS	$55.00	($52.25)
RIGHT-OF-WAY (Abandoned Roads)	$4 .95	($ 4.70)
SANTA FE'S BIG THREE	$17.95	($17.00)
AMTRAK CAR SPOTTER, ed. by Bob Wayner	$ 4.95	($ 4.70)

THE SWITCH LIST

All ads in this section cost 10¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

BUYING railroad collections and single items. I have been buying railroad, traction, and steamboat material for over 25 years and will gladly furnish bank and personal references. Arrangements can be made to pick up larger collections anywhere in the country. Single items and small accumulations are purchased through the mail. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax sealers, calendars, signs, rule books, and other miscellaneous items.

My long-standing reputation as the leading buyer of railroad material assures you of fairness and reliability.—Fred Arone, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522.

ALDEN MILLER, 3212 34th Ave. South, Minneapolis, Minn. 55406, wants C&NW, CStPM&O, M&StL, UP timetables, passes, folders, postcard views, history, train booklets.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120-620, 116-616, big oblong negs. Details free.

STEPHEN D. MAGUIRE, P.O. Box 51, Belmar, N.J. 07719, sells prints from his own collection of about 20,000 trolley and interurban negs. No list; state your wants. Enclose SSE.

ORIGINAL Illinois Central R.R. steam negatives (616) for sale.—Gerald Carson, 11945 Gay Glen, Bridgeton, Mo. 63043.

FOR SALE: railroad emblem watch fobs in colored porcelain, only $2.50 each over 90 different. Stamp for free list. Also have bolo ties and belt buckles.—Hoovers, 1208 Fruit, Peru, Illinois 61354.

SELLING my personal collection of over 700 negatives of steam locos and other equipments from many railroads, including NYC, Northern Pacific, Rutland, Wheeling & Lake Erie. Also many short lines and logging roads. Large SSE for list.—John Martin, 1923 West 11 St., Bklyn., N.Y. 11223.

WANTED: railroad tickets; will buy single tickets or collections: Must be in good condition; no ticket stubs.—John Martin, 1923 W. 11th St., Brooklyn, N.Y. 11223.

PUBLIC TIMETABLE bargains: $11 worth, only $5, or $23 worth, $10. Nice variety thru 1960s. Clear plastic covers for public timetables, only 6¢ each.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

COLOR SLIDES: 35mm duplicates, recent steam and diesel subjects. SSE for description, price.—John Weber, 7556 Rome-Oriskany Rd., Rome, N.Y. 13440.

QUALITY professional U.S.A., Mexican, and Canadian transportation negatives, photos, etc. Military/civilian coverage, railroading, trolleys, buses, aircraft, ships, submarines, everything! New catalog monthly. Time payments. Year's subscription sample negative, $8.75; without sample negative, $3.75.—Sonic Color, 113 Munroe, Lynn, Mass. 01901.

WHY settle for a photograph? You can own authentic steam era railroad artifacts, even rarities, for less than you probably think. Widest possible selection of all the hard-to-find nonpaper things. Diner china (marked), lanterns, steam whistles, ticket daters, wax sealers, telegraphy instruments, much more. Museum quality at collector's prices. Satisfaction guaranteed. Send three 10¢ stamps for current lists.—Scott Arden, Noti, Ore. 97461.

DATE NAIL BOOKS, plastic, ring-bound, 56 pages, not listed by railroads, $3. each postpaid.—Eric Kriegh, 492 Ord Drive, Boulder, Colo. 80303.

THIRD RAILS, pantographs, and trolley poles: Albany-Hudson Railroad. $4.95; hard cover $6.95. Fonda, Johnstown & Gloversville RR. and Schenectady Trolleys-$4.95. Buffalo, Lockport & Niagara Falls-International Railway, $9.95, hard cover $12.95. Elmira, Corning & Waverly Traction, $6.95, hard cover. Rochester Railroads 37 photos, by NRHS. All books 8½x11".—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

JOHNSON HAND-CRANK fare box, type D, $45 plus shipping cost, Electric type J., $30 plus shipping cost. Guides, trolley items, Boston area pix, old and new, SSE RMC, T&M, RR and for list.—K Farrell, 28 Woods Ave., Somerville, Mass. 02144.

NEGATIVES: Seattle, Portland & Spokane; Minneapolis, St. Paul & Sault Ste. Marie (Soo Line). Steam, some diesel. Send 50¢ for list SPS/SOO-512.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

COLOR ENLARGEMENTS from your slide or negative 8x10 size $3.98. Additional prints from same negative $1 each. Add $1. for handling and postage.—Lamplighter Color Labs, 433 Castleton Ave., Staten Island, N.Y. 10301.

RAILROAD, TROLLEY, ferries, autos, etc., since 1953, good slides or photos for sale. Send 48¢ in stamps for list—specify wants—to 35-Slides, Box 6098, Colorado Springs, Colo. 80934.

I WANT anything on the Duluth, Winnipeg & Pacific or its predecessors like the Duluth Rainy Lake Winnipeg. Working on book. Also interested in KO&G, MV, OCA&A. Also pre-merger only CB&Q. C&S, FW&D, WV. Will buy or trade Burlington Lines steam and diesels negs., pub. and emp tts., passes. List completely what you have, and if you desire trade send SSE.—Jim Seacrest, 2101 Birchwood, North Platte, Neb. 69101.

WANTED: Litchfield & Madison photos, builders' prints, rosters, maps, historical, technical, or any other data, etc.—Dan Cheragott, 3960A Britanny Circle, Bridgeton, Mo. 63044.

LOCOMOTIVE SLIDES: Roster or action. FA's, PA's, C—Liners, M420's—We've got them all! Send $1 for Catalog #3 and two samples. You will automatically receive all supplements to our rapidly growing catalog.—The Rail Image, Dept. L4, P.O. Box 289, Denville, N.J. 07834.

SOLID METAL New York Central oval and Pennsylvania RR. keystone heralds for sale, ten inches across, painted background with raised letters, bright metal finish. For each herald send $15 to C.E. Catchpole, Dept. R., 19215 Eldridge Lane, Southfield, Mich. 48076.

SP STEAM and some diesel negatives: 13-page mimeographed listings which include SPdeMex, T&NO lines, all steam series as well as stations, yards, roundhouses, RofW, passenger cars, etc. Send $3. for complete set of listings.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

STEAM NEGATIVES: CBQ, FW&D, C&S (standard-guage only): send 50¢ for list CBQ-502.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

DETROIT AREA steam negatives: Ann Arbor, Pere Marquette, DTI, DTSL, GTW, GT, Detroit & Mackinac, WS, and W&M. Send 50¢ for list Detroit 33.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

PENNSYLVANIA RR. steam, electric, diesel. Send $1. for our two listings Pennsy-506A and 506B.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

NICKEL PLATE and W&LE steam negatives. Send 50¢ for list NYCStL/WLE-505.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

B&O STEAM negatives. Send 50¢ for list BO-501 for still shots. Another 50¢ gets you list BO-30B, covering action train shots.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

SOUTHERN STATE STEAM: Central of Georgia, the Georgia, G&F, FEC, Southern, SAL. Send 50¢ for list GA-33.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

STEAM NEGATIVES, CNW and the Omaha Road. Send 50¢ for CNW/OM-503.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

MILWAUKEE ROAD steam and electric negatives. Our stock of negatives includes many of the old CM&StP items. Send 50¢ for list CMStP&P-504.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

NEGATIVES: Virginia & Truckee steam plus passenger cars, scenes, and some action shots. Send 50¢ for list VT/49A.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

THE 470 Railroad Club, P.O. Box 641, Portland Maine 04104, sells black and white prints and slides of steam and older diesels, B&M, roads. List 35 cents.

CLOTH RAILROAD PATCHES, 3 for $1. Postcards still 5¢. Big 50-page railroad-trolley catalog $1. or send 20¢ for patch and postcard list only. Books, models, records, all manner railroadania. Special: I have 6 each (only) bronze plaques, approx. 7x3", brown finish, polished highlights, heavy, North Shore, South Shore, Chicago, Aurora & Elgin, $10. each plus $1. postage.—Wm. Krueger, 2018 Leo St., Dayton, Ohio 45404.

MICHIGAN'S RAILROAD SCENE, A railfan's guide to all class 1 roads, shortlines, and industrials in Michigan, 26 pages, with maps and photos, $2. postpaid 3rd class or $2.50 first class.—M.R.S., 33244 Mina Drive, Sterling Heights, Mi. 48077.

FORGET ANNIVERSARIES? Calligrapher and journalist will prepare and mail railroad greeting to your special someone, including card, sentiment, your name, Railroad commemorative stamp, and artistically addressed envelope. Satisfaction guaranteed. Send information and $2. for each addressee to R.A. Hoffmann, Box 263, Hanover, Md. 21076.

NEGATIVES: Reading and Rutland, steam, some diesel. Send 50¢ for list RDG/RUT-510.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

WANTED for locomotive restoration: oil headlight, lubricator, gauges, injectors, oil gauge, and cab lights, bell, and misc. hardware. Send description, price to Box 142, San Gabriel, Calif. 91776.

DIESEL SLIDES: 1974 catalog and sample for 75¢. Wide variety of locos from across the U.S., many BN, UP, ATSF, SP, plus short lines and industrials.—Porreca, Box 22, Boulder, Colo. 80302.

RAILROAD SILVERWARE: hollow handle fruit knife, good "Seaboard" mark on top, $8.50 postpaid. Runcible spoon, old and rare, "Seaboard" on handle, $10, postpaid. California

residents add 5% sales tax. Send $1. for large catalog of railroad collectibles.—Lillian's Shop, Box 4777-R, North Hollywood, Calif. 91607.

SCHMIDT books, "Rails Through the Hill Country," history of Fredericksburg & Northern RR., 67 pages, 45 ills., $4.20. Many other books. Book Stoar, 1111 Colcord, Waco, Texas.

TRACTION MOVIES in regular 8mm, 48 black-and-white subjects covering 67 companies from coast to coast, and eight color subjects covering 12 companies. SSE for list. All films money back guarantee.—Kaw Films, Box 155, Hays, Kansas 67601.

COMPLETE Santa Fe b&w photo catalog containing over 1,600 steam, 340 diesels and motor cars; shows right/left, where and when photographed, modifications, disposal dates. Catalog and sample print $1.—Stan Kistler, Box 4068-R, Pasadena, Calif. 91106.

NEGATIVES: St. Louis-San Francisco, St. Louis Southwestern, Texas & Pacific, Texas & New Orleans (SP). Steam, some diesel. Send 50¢ for list StL/TX-513.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

RAY SANSOM, Box 32, Jasper, Alta., Canada, wants picture of old Rock Island saddle-tank 0-4-0 locomotive with 4-wheel tender. Believe picture appeared in Railroad magazine for Feb. '50 or '51.

WILL EXCHANGE current train orders and lineups for automobile license plates, any state or province, any year. More orders will be sent upon request.—Lorne Muirhead, 6750 232 St., Langley, B.C., Canada.

OFFICIAL GUIDE to Antiques and Curious, originally published just for dealers, tells how much antiques are worth. Wholesale and retail prices on every item. Hundreds of illustrations, thousands of prices, 224-page volume $1.98, or 416-page volume (over 1500 illustrations, 32 pages in full color), $4.98 ppd.—Saunders Enterprises, Box 869, Havelock, N.C. 28532.

HISTORY of the Baldwin Locomotive works (2): 1831, 1920, and 1831-1923. Men of Erie, first printing, 1946. Centennial History of the PRR, 1846-1946, 835 pages. The Pullman's Elegant Palace Car by Lucius Beebe. All in good condition. P.W. Rumer, 860 Cottman Ave., Phila., Pa. 19111.

ED McGRATH, Box 376, Mahanoy City, Pa. 17948, sells emp. tts: P&R 1910-1923, Reading Co. 1927-1949. List for SSE. Buys switch keys.

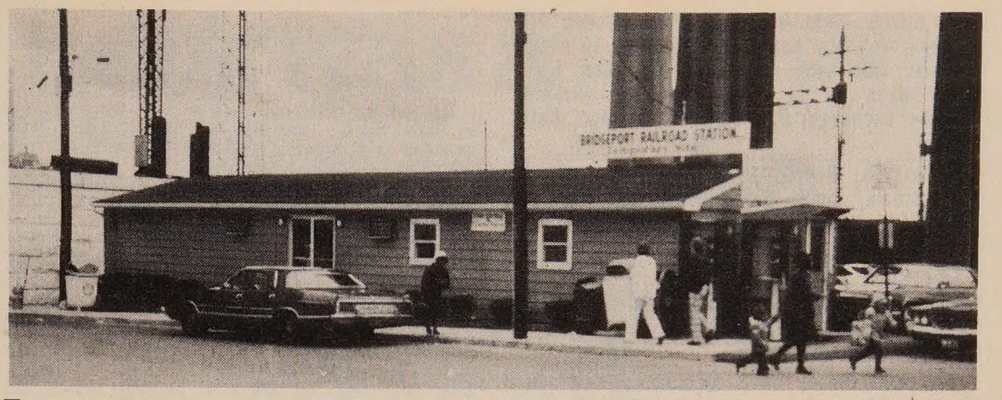
PHOTOS. Steam, electric, diesel, gas. Mainline, short lines, transit, industrials, logging, interurban, museums, 3 sizes. Over-30-page list, 25¢. —S-R Rail Photo Service, 1539 S. Bedford St., Los Angeles, Calif. 90035.

DO YOU BUY or sell negatives or slides of trains? Try RFM. Items sold free of charge to sellers. Traction and mainline electrics also sold. We offer photo locations for rail photographers also. Send 75¢ for sample copy to Rail Film Monthly, P.O. Box 4676, San Francisco, Calif. 94103.

ORIGINAL OIL PAINTING made from any photo. Have you ever dreamed of having an oil painting from your favorite railroad scene? If so, send SSE for free details. Price range from $25 (8x10) to $85 (24x36). Ten-Day trial period with money-back guarantee.—Knight Gallery, 50 W. Sierra Madre Blvd., Sierra Madre, Calif. 91024.

PHOTOGRAPHS: Buses and trackless trolleys, all areas of USA and Canada. State wants. Sent in groups of 100 or more. You pay postage both ways. 4x6 deluxe 85¢ each, while they last. In stock 616's 50¢ each, 122's 85¢ each. Also carry a stock of 8x10 deluxe photographs $6. each, plus postage.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

WANTED: Artifacts other than paper of all the old express companies. Describe, price.



Temporary station at Bridgeport, Connecticut, used until new one is completed.
Charles Grabert, 170 Read St., Bridgeport, Conn. 06607

Return privilege required.—Willis Neuwirth, 2069 Carabel, Lakewood, Ohio 44107.

PHOTOGRAPHS: Indiana RR, SL&U, BAMBERGER, LVT, PE, U-IC, Anaconda, CNS&M, CAE, ITS, Texas Electric, FJ&G, L&WV, West Penn, M&WP, Northern Indiana, Eastern Michigan, OPS, T&I, Cleveland-SW, Stark Electric, PEPCO, BCE, Mo&Kan, CCT, SF & Napa Valley, P&SR, NWP, York, LSE, and others. Sent on approval in groups of 100 or more. You pay postage both ways. In stock size: 616's 50¢ each, size 122 85¢ each. Larger sizes up to 8x10s available.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

TWILIGHT OF WORLD STEAM, new book, 304 pages, 24 in color, 585 photos of the last of steam in 55 countries, $14.95 ppd.—Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856.

FOR SALE: Only as a complete group, 200 original negatives of North Shore Electric for $400. Most are size 116. Dick Anderson, 334 S. Prindle, Arlington Heights, Ill. 60004.

NICKEL-SILVER, HEAVY, over-to-table server, "Santa Fe" inscribed on tops of both handles, makes unique ashtray or desk-top items. Excellent condition, $25 postpaid. (California residents add 5% sales tax.) Large catalog of railroad collectibles costs $1.—Lillian's Shop, Box 4777-R, North Hollywood, Calif. 91607.

I BUY AND SELL railroad fiction. For sale list, SSE. Search service, any subject.—A. Rhoden, 4653 Malden, Chicago, Ill. 60640.

COMPLETE SET of seven, huge, beautiful, unused stamps from Paraguay depicting different early locomotives, ideal for framing. Send one dollar.—Locomotives, 2409 John, Superior, Wis. 54880.

WANTED: Headlight number boards for Butte, Anaconda & Pacific electric loco. Prefer 42, 43, or 44 but will consider any.—Jere Geib, RD 1, Mount Joy, Pa. 17552.

FOR SALE: Duplicate color slides of Canadian stations taken in southwestern Ontario. There are Canadian National, Canadian Pacific, Penn Central, and Toronto, Hamilton & Buffalo; price 60¢ each. Diesel slides available to all originals of Canadian National, Canadian Pacific and Toronto, Hamilton & Buffalo; price 50¢ each. Send (SSE) to Slides, P.O. Box 5849, Terminal "A," Toronto, Ont., Canada.

NORTHERN PACIFIC AND SP&S. Original builders' photo folios for sale. Passenger and rare motor cars. SSE for list.—Railroad Collector, Box 12613, New Brighton, Mn. 55112.

WILL BUY builders' plates from Milwaukee Road or Butte-Anaconda & Pacific electric locos. Also Milwaukee Road switch lanterns.—Jere Geib, RD 1, Mount Joy, Pa. 17552.

CNJ 1852 Book of Rules #1, covering all jobs and operations, reprinted as a souvenir of CNJ's 125th anniversary, $1.25.—Frank Reilly, 16 Sanford St., Dover, N.J. 07801.

FOR SALE: Steam photos of Canadian roads available in 5x8 and 8x10 sizes, all glossy. No list. Price 35¢ for 5x8, and 50¢ for 8x10. Send SSE to Slides, P.O. Box 5849, Terminal "A," Toronto, Ont., Canada.

PHOTOGRAPHS: Baltimore Transit, Capitol Transit, Tampa Electric, Miami, St. Petersburg Municipal, Sacramento Northern, Atlantic City & Shore, Chicago Surface Lines. Sent on approval in groups of 100 or more. You pay postage both ways. 4x6 deluxe size 95¢ each. While they last, in stock size 616's at 50¢ each, size 122 85¢ each. Some larger sizes up to 8x10's available.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

FOR SALE: only one copy each of new hardcover books: "Steam Locomotives of Eastern European Railroads," by Durrant, 160 pages, thick coated paper, many photos, construction diagrams, rosters, $5 ppd.; "Railway World Annual," 136 pages, many photos, some in color, $2.50 ppd.; "4-10-2, Three Barrels of Steam," by Boynton, 164 large pages, many pix, construction diagrams, SP roster, glossary, etc., $8 ppd.; "By Rail to Ends of Earth," by Wescott-Jones, 143 large pages, many prix, and long list of "Exciting Rail Journeys," $4 ppd.—Freeman Hubbard, c/o Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

STANDARD Eastman postcards of steam in service, electric lines long gone, only 1st generation diesels, action galore, scenes, depots, etc., 25¢ each. Send $1 for list and two sample cards, name your choice.—V.A. Hammond, 125 Cabana Dr., Napa, Calif. 94558.

NEGATIVES: Sierra RR. steam, some diesel. Close-ups and train shots, scenes, etc. Send 50¢ for list Sierra-67A.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

WANTED: Handcar or anything similar for use on rails. Advise price, location, and condition. Please write.—Steve Richardson, 164 Rose Hill Way, Waltham, Mass. 02154.

NEGATIVES: Northwestern Pacific RR. steam, some diesel, many train shots. Send 50¢ for list NWP-50A.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

ORIGINAL slides and negatives of shortline, industrial, and mainline locos. 20¢ in stamps for slide list; 30¢ for negative list. About 1000 different locos represented.—David Hamley, 121 LaCrosse, Pittsburgh, Pa. 15218.

WANTED: PRR East-West Passenger Train Consist books (issued by Operating dept.) for April 1960, Oct. 1960, April. 1961, Oct. 1962, April 1963.—J.H. Stevenson, 6069 W. 54th Street, Parma, Ohio 44129.

PHOTOGRAPHS: SF Municipal, Key System, Detroit United, Cleveland, St. Louis, PSofNJ, NOPS, Milwaukee Electric, Pittsburgh, Philadelphia, New York State Rys, Oklahoma Rys., Seattle, Portland, Boston, Eastern Mass., Denver, Twin City Lines, Birmingham, Atlanta, VEPCO, San Diego, Eureka Municipal, Connecticut Co.,

many others. Sent on approval in groups 100 or more. You pay postage both ways. In stock: 616 size, 50¢ each. Size 122, 85¢ each. Some larger sizes up to 8x10s available.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

NEGATIVES: Boston & Maine, Chesapeake & Ohio, steam, some diesel. Send 50¢ for list BM/CO-511.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

FOR SALE: North Shore Line air horns and brass signal bells. CND&M last public timetable complete folder, $2.50. SSE.—DMV, Box 19, Chicago Ridge, Ill. 60415.

WANTED: Diesel nose emblems, steam and diesel builders plates, original drumhead signs, etc. Have GN nose emblem to trade.—DMV, Box 19, Chicago Ridge, Ill. 60415.

EVERYWHERE WEST, a newsletter covering train operations, sighting, and good places to watch trains. Not just news, but articles. Your creative contributions welcomed. Send $3 for 13 issues to Everywhere West, 1539 Greenwich St., #6, San Francisco, Calif. 94123.

JON MUCKEY, 3 E. Front St., Red Bank, N.J. 07701, handcrafts, authentic reproduction timetable racks in solid oak, 24 pockets $110; 35 pockets $150 plus shipping cost.

RARE LOCO DYNAMOMETER test plant drawings and plans, hardbound in leather, published by Pennsylvania RR in 1905. New. Also contains complete tests of 4 locos. $26.50. Only have few.—Catherine Haggerty, P.O. Box 654, Arlington Heights, Ill. 60006.

OFFICIAL DRAWINGS, Maintenance of Way book, over 200 pages, includes trackwork, structures, signs, trestles, yards, mileposts, etc. Send $6.95 check or money order to Harper House, 532 Jean St., Peotone, Ills. 60468.

FOR SALE: 16 different 30-minute tapes or cassetts of mainline and shortline steam. Main lines are PRR, B&O, GTW, CNR, NKP, W&LE, CPR. Shortlines are Mississippian and Kentucky & Tennessee. Shay recordings also available. Recordings of just steamboat type whistles also. Also a tape of many different railroad whistles at a standby loc. List for SSE. Sample of either 5-inch reel or cassett $2.—Al Shade, 9831 Aldridge Dr., Columbia Station, Ohio 44028

NEGATIVES: Louisville & Nashville, Lehigh Valley. Steam, some diesel. Send 50¢ for list LN/LV-509.—Railway Negative Exchange, P.I. Box 408, Moraga, Calif. 94556 ●

Coming Events

(No charge for listing in this section)

May 25-28: 3,000-mile scenic trip, San Francisco to Butte, Mont.; June 8-9: Asti picnic, Skunk train, weekend in redwoods; Aug. 19-25: Cumbres-Silverton narrow-gage safari, Coast Daylight from SF; ex-Super Chief out of LA for Albuquerque; Sept. 15-Oct. 4: Canadian Fall Foliage Adventure, 3 weeks 11,000 miles, from Vancouver, B.C., across Canada to Maritime Provinces via CNR; return on CP Rail. Contact James Weinberger, tour director, Pacific Coast Chap. R&LHS, 2539 Hopkins Ave., Redwood City, Calif. 94062.

May 25-26: Pittsburgh traction weekend. Visit Arden Trolley Museum, car operation. All-day trip Sunday over entire Alleghany County PA rail system. Trip Committee, Central Elec. Railfans' Assn., Box 503, Chicago, Ill. 60690.

May 25-26: Centennial special featuring Clinchfield's One-Spot. Write Box 21, Sanford, N.C. 27330.

May 26: Spring on the Susquehanna. D&H trip, Albany to Starrucca Viaduct, Lanesboro, Pa. Contact James Odell, Mohawk & Hudson Chap., NRHS, 850 Spring Ave., Troy, N.Y. 12180.

June 1: open house, Colo. RR. Museum at Golden; dinner, entertainment.

June 1: Rome to Chattanooga and return behind Mike 4501. K.C. Korstain, Coosa Valley Chap., NRHS, 18 Ridgehaven Dr., Rome, Ga. 30161.

June 1-2: Canadian West Coast Railfans' Assn. mini-convention, Century Plaza Hotel, Vancouver, B.C., Canada.

June reunion, 753rd Ry. Shop Bn. Contact Bill Wright, 5500 E. Kellogg, Wichita, Kan. 67218.

June 8: excur. behind Southern 4501, Knoxville to Asheville. Write Old Smoky Ry. Museum, Box 601, Knoxville, Tenn. 37901.

June 14: season opening Scotian RR. Society Museum, Halifax, Query Bob Tennant, Jr., Box 798, Armdale P.O., Halifax, N.S., Canada.

June 15: Railfan's Day on narrow-gage Edaville Railroad, South Carver, Mass., trains all day, mostly steam, photo stops on annual Bemis St. Ry. trip; 11 a.m.-5:30 p.m. Contact Skipper Clark, 21 Endicott St., Newton Highlands, Mass. 02161.

June 16: Louisville to Harrodsburg, Ky., and return behind 4501. Jack Nicholson, Louisville Chap. NRHS, 2231 Famsley Rd., Louisville, Ky. 40216.

June 16-22: 5th annual Michigan RR. Club Maritime Provinces trip, 3 nights on train from Windsor, Ont., $320 per person, double occupancy, limited to 60. Eugene Sussex, 19934 Pierson Ave., Detroit, Mich. 48219.

June 21-23: Lone Star Region convention, NMRA, New Orleans. Louis Schultz, chairman, 5615 Woodlawn Pl., New Orleans, La. 70124.

June 23: color-matched E7 A&B units on train of single-level equip. over Rock Island, Chicago to two state parks, baggage cars for bicycles, snack car, coaches. lv. LaSalle Sta., Chicago, 8:30 a.m., stops at Blue Island, Tinley Park, Joliet. Adults $20, kids $14. Discount for groups. SSE to Blackhawk Chap. NRHS, Box 455-R, Aurora, Ill. 60507.

June 28-July 14: South American Steam Adventure, Central American Rail Tours, Inc., Rail Study Tours Internat'l, 164 Maple Ave. East, Vienna, Va. 22180.

June 30: dedication ceremonies ex-CNR 6218, park in Ft. Erie, Ont., Canada.

July 4-7: Independence Limited behind 4501 thru Ohio, W. Va.; overnight accommodations. Wm. Ingram, Roanoke Chap. NRHS, 5212 Lancelot Lane Apts., Roanoke, Va. 24619.

July 13, 14; 20, 21: steam-powered, air-conditioned and open coaches, snack bar, 2 open obs. cars on excur. with 4501, Alexandria to Front Royal, Va. Adults $16, kids $13, sponsored by Washington and Potomac chapters, NRHS. Write Steam Trips, Box 607, Laurel, Md. 20810.

July 14: Shaker Hts. R.T. special; lv. Cleveland Union Term., 12:30 p.m. aboard ex-Twin Cities car, return about 6 p.m. Adults $5, kids $2.50. Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

July 24-28: NMRA Silver Gate convension, San Diego. Write D.N. Kahler, 2565 Carlow St., El Cajon, Calif. 92020.

July 28: annual Schwabbenfest Festival, Union, Ill. lv. Chicago's Union Sta. 9:35 a.m. for Elgin via Milwaukee, special buses meet train, visit Ill. Ry. Museum, with museum train ride incl. on fare. Blackhawk Chap. NRHS, Box 455-R. Aurora, Ill. 66507. (SSE)

Aug. 3-4: Richmond to Keysville, Va., for Keysville summer festival, both days behind 4501. Richard A. Whiting, Old Dominion Chap. NRHS, 3906 Hanover Ave., Richmond, Va. 23221.

Aug. reunion WW1 63rd. Ry. Eng. Write Wilbur Hawk, RD 2, Halifax, Pa. 17032.

Aug. 10: Rio Grande Zephyr, Denver to Glenwood Springs, Colo. Write Tom Daniels, Colorado Midland Chap. NRHS, Box 9161, Colorado Springs, Colo. 80909; Bob Richardson, Colo. RR. Museum, Box 641, Golden, Colo. 80401, or Kenton Forrest, Intermountain Chap. NRHS, Box 5181, Denver, Colo. 80217.

Aug. 16-18: fourth annual Railroad Station Hist. Society convention, Chicago.; visit area depots. Write Andrew Koval, 8018 Muskegon Ave., Chicago, Ill. 60617, or Norbert J. Shacklette, Rte. 5, Box 27, Bunker, Mo. 63629.

Aug. 29-Sept. 2: annual NRHS convention, San Francisco, Calif.; steam and trolley trips, banquet. Contact NRHS, Box 554, Millbrae, Calif. 94030. ●

Proposed Abandonments

Burlington Northern—Wrenshall, Minn., to Superior, Wis.; Issaquah to Tanner, Wash.

Louisville & Nashville—intersection, Fifth and Penn. Sts. and Garvin St., Evansville, Ind.

Baltimore & Ohio—Clifford Jct. to Annapolis, Md.; Port Perry branch, Bessemer to Bessemer Jct., Pa.

Southern—Barnwell to Furman, S.C.

Milwaukee—Dryad Jct. to Raymond, Wash.; Hinckley to Carlton, Minn.; Carlton to West Duluth Jct., Minn.; trackage rights with Burlington Northern, Hinckley, Minn., to Superior, Wis., and Boylston, Wis., to Cloquet, Minn.

Penn Central—portion Alleghany branch, Pittsburgh, Pa.

Seaboard Coast Line—Chemical to Trilby, Fla. ●

Pen Pals Wanted

(No charge for listing in this section)

Jon A. Heim (32), 551½ E. Alcott St., Philadelphia, Pa. 19120, pen pals, both sexes; answers all mail.

William A. Jordon #202934, Box B, Anamosa, Iowa 52205, wants to hear from ladies who like railroads. (No age mentioned.)

David Cohen (29), 35 E. 40th Ave., Vancouver, B.C., Canada, V5W 1L3, wants pen pals interested in city transit, especially rapid transit.

Mlle. Lydie Ferrandes (24), 104 Rue d'Orleans, Batiment C-1er etage (Chemin Vert), 14000, Caean, France, typist, railway worker's daughter, will correspond in English with British Rail employes of approximate age.

Carolina C. Lumbah (23), University of the Visayas, Cebu City, Philippines. ●

For 75 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

Subscription post free, $8.50 per year

RAILWAY MAGAZINE
DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.I. ENGLAND

There was a Grand American who called his family together on July 4th, 1961.

He'd come from the old country with nothing but his honor, his pride, and an aptitude for hard work.
Now his family included railroad men, teachers, builders, businessmen, truck drivers, scientists, clerks, paperboys and mothers, young and old.
All shared his sense of honor, his sense of pride. All had his aptitude for hard work. All were good, honest Americans.
Schenley was there that Fourth of July, part of the celebration.
It was the best doggone whiskey they could get then. And it still is.
It still has the classic smooth taste of Schenley, the unique honest flavor, the heritage of celebrated good times.
And it's 100% American whiskey, the Grand American Whiskey.

Schenley
The Grand American Whiskey.

We've shared some good times together. Let's share a few more.

Schenley Reserve American Whiskey, A Blend, 86 Proof. © 1974 Schenley Distillers Company, New York, New York.

All aboard for the great outdoors.

Wherever you're heading, however you go, Coleman makes it a lot more enjoyable.

With all the light, heating and cooking power you ever need. All the shelter, comfort and convenience you'll ever want.

Outdoorsmen and campers count on Coleman for quality products. And Coleman delivers. Whatever the need in outdoor equipment, Coleman fills it.

Since the turn of the century Coleman has been building an understanding of the outdoors no one can match. That's why Coleman builds outing products no one can match.

So climb aboard. Go with Coleman to the heart of . . . wherever you want to be.

Coleman®

Greatest name in the great outdoors.

Lanterns • Stoves • Cat Heaters • Coolers • Jugs • Tents • Sleeping Bags • Propane Appliances • Back Packs